230

File No. 1176

1935.

Collection No.

1176/35

A

4/7/47

Mysore Residency

Bangalore

(W)

Prov. Serial Nos. 1 - 58 No 9415

Desbl

Blue

12/5/46

Subject.

Reciprocal arrangements between the C & M. Station of Bangalore and the Mysore Government in the matter of taxes & tolls on Motor Vehicles

Previous References.

F. 605/1931.

Later References.

698/36.

R. & C. 429-38

PWD 258/1939

F 1374/1935

RF 48/1941

A

12/8/46.

Indexed

6/5/22

S. 97.—(Blue)

MFP—1367 S&P—(M-1907)—8-3-35—60,000.

F.N° 176/1931

467

NOTES AND PRECIS.

Dy.No.9591. S.N.1. (a pt 1-5)

(1) A reference is invited to S.N.1,4,5 and 7 of file No.605-1931(1)

(2) The present Regulation is the outcome of the proposals embodied in the Report of the Mysore Motor Transport Committee,1932-33 received with S.N.7 of file No.605-1931.

Two drafts are submitted for consideration.

(Draft Issued)

a
14/11/35

T.N.T.
14-11-35

Issue at once. (This case should not have been delayed so long. See my remarks on "routine" letters).

Love
15.11.35.

S.N.(2-3) issue (a pt 31-32)

Cleland
25/11/35

D.No.12122. S.N.17. (C.P.102)

(8) Please ascertain by personal enquiry on telephone from Myson Govt: whether this alteration could be arranged. It is certainly very undesirable that Govt Collector and Council of Regn. should be absent to attend the S. Shettishan Regn: Training when Colombo is only 10 am. by air is possible for them to do so.

(9) Training in camp should proceed up by a d.o. letter.

Gore

17.12.35

336

(10) Draft telephone message is submitted.

(Draft d.o. letter submitted after issue of the message)

(11) A message is being conveyed to the Hon. Secy, who could not attend the phone as he was in the Legi: Council.

Issue draft letter.

17/12/35.

T.N.T. 17-12-35

S.N(18) issued (C.P.103-104)

(12)

Please see from para:(8) of these notes and S.N.18. Mr.Venkatesa Iyengar,(General Secretary, Mysore Govt) has telephoned saying that the Conference will take place at 2 P.M. instead of at 9-30 A.M. on 20-12-35. He further said that a D.O.letter will follow confirming the above message.

Draft D.O.letter to Mr.Brislee is submitted for approval.

(From para 12)

17.12.35.

T.N.T
17-12-35

17.12.35.

S.N.(19) Issue.

D.No.12220. S.N.20.

(14)

Please see from para:(12) ante.and S.N.19.

This may be filed.

(From para: 14)

17.12.35.

T.N.T.
18-12-35

Received
21/12/35

D.No.12527. S.N.21. (cr p. 107-111)

This is a question which must be dealt with expeditiously; and there is no time to consult Resident before at least taking preliminary action. My draft dsp. letter to Chief Secy Ryan Govt and P.T.C. should issue at once. After that the case should be examined again more fully and submitted, with full papers, with the least possible delay.

Crabe
24-12-35.

S.N.(22) Issue. (cr p. 112-115)
S.N.(23) Issue. (cr p. 116).

(16)

Please see S.N.21 to 23 and notes thereon-para:(15) ante.

We may now address the Government of Mysore - officially on the lines of S.N.22.

Draft submitted for consideration.

(Para 16)

As
26/12/35.

27.12.35

(17) I think we may first await a reply to the dy. reference at S.No. 22. There is little object in repeating exactly the same thing in an official letter; and that would not really advance matters at all.

(18) Regd should see as soon as he returns to Bangalore; but the file should not be sent up to Ootacamund, as it may be required again urgently here.

27.12.35.

(19)

Please see S.N.21 to 23.

Submitted with reference to para:(18) of these notes.

AS
31.12.35

.Resident.

(20)

Seen. It is very unfortunate that in both 6 cases we communicate the original letter of the very same date to the Collector.

(21)

If we do not receive any reply by 22nd Jan. 7½ % enquiries might be made as to the reasons why action has not been taken in the matter of the disciplinary principles involved by actual disputes arising over concrete cases.

LP
4.1.36

Action taken vide papers at (W) & (X) Placed below.

Letter
3/1.

Award
6.1.36.

(22) I think this must have been a mistake. We may address Repsom Port at once: and I shall then take an early opportunity of seeing Chief Secy. about the whole question.

Lthe
8.1.36

Repsom

Lthe
8/1

(23) Two drafts are submitted.

Removed & kept at the bottom of the file.

(Compare 22)

8/1/36

~~Secy.~~ T.H.T.
9-1-36

(24) I have revised the draft. (One draft to Repsom Port is all that is necessary). Please type in proper fair draft form — submit direct to Repsom for approval.

Lthe
10.1.36

(25)

Please see para:(24) of these notes.

The revised draft has been faired and submitted.

(Noted on para: 25)

28
10/1/36
T.N.T
10-1-36.

Resident.

Done.
LE
10/1/36

6/1.
11/1.

S.N(25) issue (Sp 119-120)

Received

Since received.

D.N.638.

S.N.~~29~~ 26 (c/p 121)

(26)

This appears to be satisfactory enough: but it is for consideration by Collector today. We may forward a copy to Collector/P.M.C. and ask him today whether the proposals are acceptable.

Ghose
18.1.36

Ghose
18/1.

18/1.

~~In view of the present letter, para:(3) of draft I and draft II do not appear to be necessary. Para:3 has accordingly been deleted from draft I and draft II removed.~~

(27)

A draft D.O. forwarding the present letter to Collector and P.M.C., is ~~also~~ submitted for* approval.

~~After issue of drafts S.N.28 will be further examined and a note submitted.~~

AS
18/1/36

T.N.T.
18-1-36

(For comparison: 27)

S.N (27) 28 ante (c/p 125-126)

Press draft

* Given for issue
Ghose 18/1 (12.55 pm)
Secy.

Despatched at 1.25 p.m.
Ghose
18/1

D.No.353. S.N.~~25~~.28 (Cp.117)

D.No.430. S.N.~~27~~.29 (Cp.128)

D.No.442. S.N.~~28~~. 30 (Cp.129)

Cp 107-116 (28)

Please see S.N.21 to ~~23~~, and also Bye-Law Nos. 2 and 3 at pages 11 to 18 of the Bangalore Municipal Bye-Laws.

(29)

The President, Municipal Commission may, if approved, be informed that the Hon'ble the Resident agrees generally with the decisions arrived at the Conference held on the 20th December 1935; and he may be asked to frame proposals on the lines of these decisions in consultation with the Commissioner of Police and the Municipal Advocate and obtain the approval of the Commission. He may also be asked to take steps to amend the relevant Bye-Laws + other connected rules prescribing tolls and taxes on motor vehicles in the Station.

S.N.21/Cp.112-11 (C)

*

(30)

*

Two drafts are submitted for consideration.

(Memo of Representation from [illegible])

AS
17.1.36

Secy.

T.N.T.
17-1-36.

(From tahsildar Hoskote)

(31)

In view of S.N.~~26~~, S.N.30 will be further examined and a note submitted on return of the file.

Cp.124 (C)

AS
18/1/36

Secy.

T.N.T.
18-1-36.

(32)

I have discussed generally with President, Municipal Commission the action now to be taken on

S.Nos.

S.Nos. 28 and 30. All that he requires is a letter in general terms authorising him to place his proposals before the Commission. He considered it necessary to ask for authority before doing so, in case there was anything in any of the proposals which did not meet with Resident's approval. The question of compensation for loss of toll revenue can best be taken up with the Government of Mysore by demi-official letter in the first instance. Two drafts are submitted for approval.

Done
20.1.36

(From para 28)

Regd. (33)

I have made the underlined alterations in the draft letter as it seems to me necessary.

(34) Does from Mr's Memorandum that Mysore have agreed to dispense with re-registration of Madras Motor Vehicles when they have taken up residence in the Mysore State. If this implies reciprocity, a good deal of the Cess on "foreign" cars would be cancelled out?

(Extract of para (34) taken for action in RO F.1065/35).

21/1/36

Draft letter
Done
21/1

S. N (31+32) Done (Corr. 132-138)

Drafts removed for issue
21/1/36.

D.No.1366. S.N.38. (cp 152)

(39) For the recent reciprocal arrangements arrived at between the Civil and Military Station and the Mysore Government in the matter of taxes and tolls on motor vehicles and cycles, please see pages 145 -151 of F.No. 1176/1935.

(40) Provate motor cars licensed by the Civil and Military Station Municipality are exempt from payment of vehicle tax and tolls in the Mysore State-vide item 1 of Mysore Government Notification No.P.5009/Legis.46-35, dated the 30th January 1936. Mr.Willmott therefore seems to be entitled to the refund asked for.

(41) It is submitted however that if we should undertake to address the Mysore Government on the present application, it is possible that numerous similar applications might come in. The proper course seems to be for the party to apply direct to the Mysore authorities for the necessary refund. If approved the President, Municipal Commission, C and M Station may be informed accordingly.

(42) Draft submitted for consideration.

(From para 39)

8/2/36

T.N.T. 12-2-36.

(42) Now that the Rajpur Govt. notification has been withdrawn, such applications are not likely to be numerous; and I think it is up to us to help Mr. Willmott. We may address the Rajpur Govt.

UGhe 13.2.36

(43) Please see para:(42) in the pre-page.

Draft letter to Mysore Government is submitted for approval.

(Frompara 43)

13/2/36

T.N.T.
13-2-36.

Sdey.

Vone
15.2.36.

S.N(39)Rooms (C.P.154).

D.No.2625. S.N.(47). (C.P.175-190)

(51) *C.P.127, 132 + 155 of P.U.C

*Please see S.N 28, 31 + 40.

The resolution sent up for confirmation is in respect of certain amendments to the Municipal bye-laws and the Bangalore C. & M. Station Motor Vehicles Rules of 1927.

These amendments are consequential to the enhancement of their previous rates by the Mysore Government as may be seen from the enclosure to S.N. 40/C.P.156-158/F.1176-35.

(53) (54)

The draft rules embodying the original proposals of the Commission on this subject, which was passed by the Commission on 10th February 1936 were published on the 12th February 1936 and objections if any from the public were required to be sent up on or before the 24th idem.

* C.P.178 of P.U.C

C.P.110 of P.U.C

Section 180 of the Bangalore Municipal Law says

(55) that the authority empowered to make any rules or bye-laws under that Law, other than bye-laws under section 25 or section 32 shall, before making such rules or bye-laws, publish in such manner as may, in its opinion be sufficient for giving information to persons interested, a draft of the proposed rules or bye-laws with a notice specifying a date on or ~~before~~ after which the draft will be taken into consideration. Under the Municipal Law the Commission is the authority to make rules or bye-laws.

(56) According to the orders contained in letter from this Residency No.9071/496-1897, dated the 15th October 1920, the time allowed for consideration by the

public

public of any new bye-law or its amendment should ordinarily be "30 days and not 15, except in cases of urgency" when it may be 15 days.

(57) In the present case the notice was actually published on the 12th February 1936 inviting objections on or before the 24th February 1936, allowing only 12 days for consideration by the public.

c p. 190 P.U.C

(58) In view of the fact that the matter was urgent and the defect does not affect the merits of the case (vide Section 34 of the Bangalore Municipal Law), the action of the Municipal Commission need not be questioned.

page 10 of the book put up

(59) As regards the amendments to the Bangalore (C. & M. Station) Motor Vehicles Rules, under section 11 of the Indian Motor Vehicles Act of 1914 as applied to the Station read with Section 23 of the General Clauses Act, the Municipal Commission is competent to make rules and in doing so they may give such notice of the draft to the public as they deem sufficient. In the present case 12 days notice has been given and it seems sufficient in view of the urgency of the matter.

S.N.3(a) F. 197-20 (H)

page 357 of the Unrepealed General Acts, Vol III, 7th Edition. Not put up

(60) In the circumstances the resolution of the Commission may be confirmed.

(61) The Municipal Commission may be asked to issue separate notifications for publication, one under section 180(3) of the Bangalore Municiapl Law amending the Bye-Law and the other under section 11 of the Indian Motor Vehicles Act amending the Bangalore Motor Vehicles Rules.

H page 56 of the book put up

S.N.3(a) F.197-20 (H)

Draft

(62) Draft is submitted for consideration.

(Proposals mentioned in para: 5 of ~~E.N.~~ 47 may be awaited).

(Tranpara: 51)

mas
19/3/36

as
19.3.36.

~~Secy.~~ T.N.T.
19-3-36.

Chne
20.3.36

Ref:

20/3/36

Chne
20/3

S. N (4B) Issue (ep. 191-192)

D.No.3188. S.N.52. (c/p 197-198)

D.No.3193. S.N.53. (c/p 199-200)

D.No.3193. S.N.54. (c/p 201-202).

(X) c/p 191-196 of (C) (64)

(65)

(X) Please see S.N.48 to 51.

Copies of S.N.53 and 54 ~~may be~~ have been sent to the Manager, Residency Press, Bangalore for publication in the Mysore Residency Orders dated the 1st April 1936.

Draft letter to Mysore Government is submitted.

(Copies of S.N.53 and 54 will be kept in the relevant files).

Ref. 27/3/36

as 27/3/36

Secy. Home

T.H.T. 27-3-36

Clone 27.3.36

S.N(55) Issue (c/p. 203-204)

The Government of Mysore may be requested to ~~furnish~~ supply this Residency with 6 copies of the Rules and Regulations made by them to regulate the traffic of motor vehicles in Mysore. They may also be requested to furnish 6 copies of any amendments or additions that may be made to them from time to time.

Draft submitted.

mas
24/4/36

25/4/36

T.N.T
24-4-36

S. N. (56) Issue.

S.N.1

E. U. 57 35

(1)

GOVERNMENT OF HIS HIGHNESS THE MAHARAJA OF MYSORE

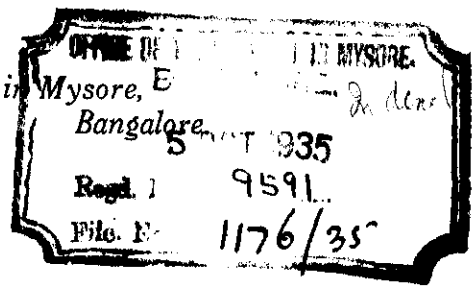
General and Revenue Secretariat

Dated, Bangalore, 3rd October *193*5.

No. Pol. 400 8/2 P.

From H.V. Ramaswami, Esq., M.A., B.L.,
General *Secretary to the Government of His Highness the Maharaja of Mysore*

To *The Secretary to the Hon'ble the Resident in Mysore,*
Bangalore.



Sir,

I am directed to address you on the subject of motor vehicle traffic between the C & M Station of Bangalore and the rest of the State as affected by the Mysore Road Traffic and Taxes Regulation VI of 1935 which was enacted as law last July and which is to come to force from the 1st of January next. Two copies of this Regulation are enclosed herewith.

2. The main features of the Scheme of the present Regulation, as far as private motor cars and cycles are concerned, are in broad outline as follows:-

Sec. 31 & 32 Regulation VI of 1935 (1) The power of the Municipalities to levy taxes on motor vehicles is taken away.

Sec. 8 ibid (2) A provincial tax is substituted in lieu of the municipal vehicle tax at present levied. This tax permits the free use of all roads in the State by private motor cars and cycles without the payment of municipal tolls but subject to the payment of provincial tolls.

Sec. 9 & 11 ibid (3) These provincial tolls can be compounded for by the payment of a quarterly composition fee.

3. At present the private cars and cycles registered in the C & M Station can make free use of the Mysore Roads subject only to the payment of the Municipal, District Board and Provincial Tolls. After the New Regulation comes to force, the position of these vehicles will be, (unless some special arrangements are come to, for which provision exists in the Regulation), like that

(2)

that of these vehicles when they enter the Madras Presidency i.e., they will have to take out a license for the use of the Mysore Roads on payment of the provincial tax, besides paying the provincial tolls or the composition fee in lieu of tolls. In view of the close relation between the C & M Station and the rest of the State and especially of the Bangalore City, the Government of Mysore consider it necessary to make an arrangement which will not be onerous on the owners of the motor vehicles in the C & M Station.

4. At present, motor vehicles paying a municipal vehicle tax in Bangalore City are, by a reciprocal arrangement existing between the two municipalities exempt from the payment of the municipal vehicle tax or the municipal toll of the C & M Station and vice versa. Cars registered outside Bangalore City but entering the C & M Station via the City are also in practice in a position to use the C & M Station without the payment of taxes or tolls.

Under the new arrangements that are to ~~k~~ come to force from 1st January, the Government are ~~pleased~~ prepared to allow the private motor cars and cycles of the C & M Station to use the State roads without the payment of the provincial tax but subject only to the payment of tolls or the composition fee in lieu of it and in return would expect all cars and cycles which have paid the Mysore Provincial Tax to be allowed the free use of the C & M Station roads.

5.Private Motor Lorries.

Under the new Regulation, ~~the~~ private motor lorries have to pay a road tax based on the unladen weight of the vehicle. No motor lorry, private or let for hire, can make use of any public roads without a permit prescribing the area in which it is normally allowed to be used. In this area, they are exempt from provincial tolls.

Private Motor Lorries in the C & M Station can at present make free use of the Mysore roads subject only to the payment of Municipal, District Board and provincial

tolls. After the new Regulation comes to force, these vehicles have, like similar vehicles in the State, to obtain permission for the use of the Mysore Roads. The road tax on motor lorries under the new Regulation is higher than the taxes the lorries of the C & M Station have to pay. It will not be possible to allow the private lorries of the C & M Station, the free use of the Mysore roads, as in that case the owners of the vehicles can evade the payment of the Mysore tax by registering in the C & M Station and lorry owners registered in the State will be in a comparatively disadvantageous position having to pay a higher tax. The Government are however prepared to allow the private lorries Registered in the C & M Station the use of the Mysore roads, on their obtaining the necessary permits, and on payment of a road tax, subject to a rebate to the extent of the Municipal tax payable by them at present in the Civil and Military Station, in consideration of the private lorries in the State being allowed the use of the C & M Station without vehicles taxes or tolls.

6. Motor Cabs or Taxies.

Under the new Regulation these vehicles are subject to a service tax at a maximum rate of Rs.7-8-0 per seat per quarter. Under an arrangement come to last August, the licenses granted by the C & M Station authorities are valid in the limits of the Bangalore City and vice versa. The license fees and taxes on motor cabs at present are practically on the same scale in both the C & M Station and the State. The taxes in Mysore under the new Regulation will be higher and on considerations similar to those referred to in the case of lorries it will not be possible to allow the free use of the City roads to these C & M Station vehicles. The Government are however prepared to allow the taxies the use of the Bangalore City roads on their obtaining a license on payment of the service tax, subject to a rebate to the extent of the municipal tax and license

(4

fee of the C & M Station in consideration of the cabs and taxies of the City being allowed the use of the C & M Station area free of vehicle tolls and taxes.

7. Motor Buses and lorries let or plied for hire.

At present, under a reciprocal arrangement between the two Municipalities, these vehicles paying the municipal tax at the municipality in which they are kept are free from municipal taxes and tolls of the other. They have, however, to pay the license fees prescribed both in the C & M Station and the State, to obtain necessary licenses and to abide by the rules in force in each area.

Under the new Regulation, there will be no municipal tax on these vehicles and they are to pay a "service tax" on seating capacity and "mileage cess" in the case of buses and one and half times the tax prescribed for private lorries of similar unladen weight in the case of lorries let or plied for hire. The Government are prepared to allow these C & M Station vehicles a rebate to the extent of the present municipal tax for the use of the City roads in consideration of the free use of the C & M Station roads being allowed to such vehicles of the City paying the Municipal taxes.

8. The above is, in main essentials, the arrangement which the Government propose as suitable for adoption and as causing least haraship to owners of all motor vehicles. These proposals are tentative and provisional and Government are also prepared to consider any modifications or alterations which the Hon'ble the Resident may suggest. I am to request you to be so good as to intimate the views of the Hon'ble the Resident in the matter for the information of the Government.

9. The new Regulation is to come to force from the 1st of January 1936. In view of the short time before the Regulation is to come to force, and of the large number of details and working arrangements to be fixed, the Government feel

(5

feel that it would tend to an expeditious disposal of the question if the representatives of C & M Station meet those of the State in a Conference as soon as possible after the 20th instant, and come to provisional conclusions regarding the details of the Scheme to be adopted. ~~xxx~~ If the Hon'ble the "esident agrees to it, I am to request you to intimate to me the date and time that is suitable for the conference.

I have the honour to be,

Sir,

Your most obedient servant,

General Secretary to Government.

lm
Aga/2.

REGULATION No. VI OF 1935.

THE MYSORE ROAD TRAFFIC AND TAXES REGULATION.

Price: 0-1-9

(7

REGULATION No. VI OF 1935.

(Received the assent of His Highness the Maharaja on the 9th day of July 1935.)

Ordered that the accompanying Regulation to make further provision for the regulation of traffic on roads etc., which received the assent of His Highness the Maharaja, on the 9th day of July 1935, be published as Regulation No. VI of 1935, in the *Mysore Gazette* for general information.

H. V. RAMASVAMI,
Secretary to Government,
General Department.

The Mysore Road Traffic and Taxes Regulation.

Whereas it is expedient to make further provision for the regulation of traffic on roads and to provide for the levy of certain taxes on motor vehicles ; Preamble.

And whereas it is expedient to amend the law relating to tolls ;

It is hereby enacted as follows :—

PART I—PRELIMINARY.

1. (1) This Regulation may be called the Mysore Road Traffic and Taxes Regulation, 1935. Short title.

(2) It extends to the whole of Mysore. Local extent.

(3) It shall come into force on such date as the Government may, by notification in the Official Gazette, direct. Commencement.

2. In this Regulation, unless there is anything repugnant in the subject or context,— Definitions.

(1) "the Board" means the Traffic Board constituted under this Regulation ;

(2) "licensing officer" means an officer appointed by the Government to exercise the powers and perform the functions of a licensing officer under this Regulation ;

(3) "motor bus" means a public service motor vehicle which is used for the carriage of persons and has seating accommodation for eight or more persons inclusive of the driver ;

(4) "motor cab" means a public service motor vehicle used for the carriage of persons, other than a motor bus;

(5) "motor car" means a motor vehicle which is not a public service motor vehicle or a motor cycle or a motor lorry;

(6) "motor cycle" means a motor vehicle without a carriage body running on not more than three wheels and weighing not more than eight hundred weights unladen and includes an auto-wheel and a motor scooter;

(7) "motor lorry" means a motor vehicle which is ordinarily used for the carriage or haulage of goods or goods and passengers and includes a trailer when so used, but does not include a trailer when drawn by a motor car constructed or adapted solely for the carriage of not more than seven persons including the driver and used for the carriage of their effects;

(8) "motor vehicle" has the same meaning as in the Mysore Motor Vehicles Regulation, 1928;

(9) "prescribed" means prescribed by rules made under this Regulation;

(10) "private motor vehicle" means any motor vehicle which is not a public service motor vehicle;

(11) "public road" means any street, road, path-way, square, court, alley, passage or riding path over which the public have a right of way, whether a thoroughfare or not and includes the road-way over any public bridge or causeway;

(12) "public service motor vehicle" means a motor vehicle which is let or plied for hire or reward;

(13) "registered owner" means the person in whose name a motor vehicle or trailer is registered under the Mysore Motor Vehicles Regulation, 1928;

(14) "side car" means a wheeled carrier attached to a motor vehicle which motor vehicle rests on not more than two wheels;

(15) "tax" includes a tax, cess or fee imposed under this Regulation or rules thereunder;

(16) "trailer" means any vehicle other than a side car drawn or propelled or intended to be drawn or propelled by a motor vehicle;

(17) "unladen weight" in relation to a motor vehicle or trailer means the weight of the vehicle or trailer including all parts and equipment which are necessary for and ordinarily used with the vehicle or trailer when working. Where alternative parts or bodies are used, the

heaviest part or body shall be taken into account for the purpose of calculating the unladen weight ; and

(18) "year" means the financial year, "half-year" means the first six months or the second six months of such year and "quarter" means the first three months or the second three months of such half-year.

Repeal of certain enactments.

3. The enactments mentioned in Schedule I are hereby repealed to the extent and in the manner specified in the fourth column thereof.

Provided that (*a*) the said repeal shall not affect the validity of anything done or the liability of any person to pay any sum due from him under the enactments hereby repealed, (*b*) any appointment, notification, notice, order, license, permission, rule, form, tax, fee, cess or rate, made, issued, given or imposed, toll bars established, contracts entered into and suits and other proceedings instituted under enactments hereby repealed, shall, so far as may be, be deemed to have been made, issued, given, imposed, established, entered into and instituted under this Regulation.

PART II—ADMINISTRATIVE.

Constitution of the Traffic Board.

4. (1) For the purpose of carrying out the provisions of this Regulation, the Mysore Motor Vehicles Regulation, 1928, and the Mysore Highways Regulation, 1920, and the rules made under them, the Government may appoint, subject to the conditions hereinafter provided, persons, official and non-official, residing within Mysore, to constitute a Traffic Board.

The composition of the Traffic Board.

(2) The Board shall, subject to such exceptions and conditions as the Government may from time to time make and impose, include a representative of the local authorities in the State, and representatives of the owners of private motor vehicles, the users and proprietors of public service motor vehicles and persons having interests in agriculture, trade or commerce in Mysore.

(3) The manner and mode of selecting such representatives shall be in accordance with rules prescribed in this behalf.

(4) The Government may appoint one of the members of the Board as its Chairman and an officer in the service of the Government who may or may not be a member of the Board as its Secretary.

(5) The Chairman and the members of the Board shall hold office for the prescribed period, provided that the

Government may by order at any time remove any member and on such removal his seat on the Board shall become vacant.

(6) Casual or other vacancies in the Board shall be filled up by the Government in accordance with rules prescribed in this behalf.

The duties and powers of the Board.

5. (1) The Government may by notification invest the Board either absolutely or subject to conditions with such powers as may be necessary for the purposes mentioned in sub-section (1) of section 4.

(2) It shall be the general duty of the Board so to exercise its powers as to secure the provision of an adequate and properly co-ordinated system of public service motor transport and for that purpose, while avoiding the provision of unnecessary and wasteful competitive services, to take from time to time such steps as it considers necessary for extending and improving the facilities for such transport in such manner as to provide most efficiently and conveniently for the needs thereof.

(3) Subject to such rules as may be prescribed, the Board shall control the number and distribution of public service motor vehicles and for this purpose shall, in particular, perform the following duties, that is to say:

(*a*) From time to time, it shall fix the routes on which public service motor vehicles may be permitted to ply;

(*b*) It shall from time to time determine the number of licenses and permits to be granted for each route and for this purpose shall be guided by the considerations set forth below;

(*c*) It shall generally supervise the regulation and control of public service motor vehicles.

(4) When determining the number of licenses and permits to be allowed for each of the routes under sub-section (3) (b), the Board shall be guided by the following considerations, that is to say:

(*a*) the suitability and capacity of the road or roads or portions thereof covered by every proposed route for the carriage of public service motor vehicles;

(*b*) the extent, if any, to which the needs of the proposed routes or any of them are already adequately served;

any

(c) the extent to which the proposed service is necessary or desirable in the public interest;

(d) the needs of the area as a whole in relation to traffic (including the provision of adequate, suitable and efficient services, the elimination of unnecessary services and the provision of unremunerative services); and

(e) the co-ordination of all forms of transport including transport by rail.

(5) The Government may prescribe the mode in which the Board shall conduct its business.

Inquiry by the Board.

6. (1) The Board may hold an inquiry or direct inquiry to be made in regard to any accident arising out of the presence of a motor vehicle on a public road whereby damage or injury has been caused to person, or property and the Government may invest, by rules, the Board or such person as may be authorised by the Board in this behalf with such powers as may be necessary for the holding of such inquiry and for summoning and enforcing the attendance of witnesses and compelling the production of documents, and prescribe the procedure to be followed at such inquiry.

(2) Nothing in this section shall be construed as in any way affecting, amending or modifying the provision of any other enactment relating to the holding of inquiries into such accidents by the Police or any other authority.

(3) Any report made by or to the Board as the result of an inquiry under this section shall not be used in evidence by or on behalf of any person by or against whom any legal proceedings are instituted in consequence of the accident to which the inquiry relates.

District Traffic Advisory Committee.

7. (1) The Government may constitute an advisory committee for each district designated the District Traffic Advisory Committee consisting of the Deputy Commissioner who shall be the Chairman and such other members including the President of the District Board as may be appointed by the Government from time to time.

(2) It shall be the duty of the District Traffic Advisory Committee—

(i) to consider, report to and advise the Board on matter relating to traffic within the district;

(ii) to make representations to the Board with respect to any matter connected with the transport services

and facilities in the district which are in the opinion of the committee to be considered by the Board; and

(*iii*) to consider, report to and advise the Board on any other matters which are referred to them by the Board.

PART III—Taxation.

Imposition of taxes on motor vehicles.

8. The Government may, by notification in the Official Gazette, from time to time direct the levy of any or all of the following taxes on motor vehicles used or kept for use in Mysore at rates not exceeding those prescribed in Schedule II (A) to (D) and subject to the privileges, conditions, exemptions and limitations specified therein, that is to say—

(*a*) a vehicle tax on motor cycles, motor cars and motor lorries used solely for purposes of agriculture,

(*b*) a road tax on motor lorries,

(*c*) a service tax on public service motor vehicles used for carrying passengers, and

(*d*) a mileage cess on motor buses.

Payment of tax and issue of license.

9. (1) Upon the issue of a notification under section 8, no motor vehicle shall be used on any public road in Mysore unless the registered owner or the person having possession or control thereof has obtained a license under sub-section (6) in respect of the vehicle.

(2) The vehicle tax imposed under section 8 shall be payable for the year and in advance by the registered owner or the person having possession or control of the motor vehicle.

Provided that the Government may by notification allow payment of the tax for half-yearly periods at the rate of half the tax payable for the year.

(3) Taxes other than the vehicle tax shall be payable for the quarter and in advance. The taxes due for two or more consecutive quarters of the same year may be paid in advance.

(4) Where a tax other than a vehicle tax for any motor vehicle has been paid for any quarter and the vehicle has not been used during the whole of that quarter or continuous part thereof, not being less than one calendar month, a refund of the tax at such rates as may from time

(13

to time be notified by the Government shall be payable subject to such conditions as may be specified in such notification.

(5) Notwithstanding anything contained in sub-section (1), no person shall be liable to tax during any period on account of any taxable motor vehicle, the tax due in respect of which for the same period has already been paid by some other person.

(6) When any person pays the amount of tax due in respect of any taxable motor vehicle in Mysore or proves to the satisfaction of the licensing officer that no tax is payable in respect of any motor vehicle, the licensing officer shall—

(i) grant to such person a license, in such form as may be notified by the Government, to use the vehicle on public roads in Mysore for the period or periods concerned; and

(ii) record that the tax has been paid for a specified period or periods or that no tax is payable in respect of the vehicle as the case may be in the certificate of registration granted or renewed in respect of the vehicle under the rules made by the Government under the Mysore Motor Vehicles Regulation, 1928, or in the case of vehicles not registered under the said rules in a certificate in such form as may be notified by the Government.

Provided that the Government may exempt from the provision of this sub-section any person who has been exempted from the payment of tax in respect of any motor vehicle and prescribe the manner in which such exemption from payment of tax is to be indicated

Carriage of license on vehicle.

10. The license granted in respect of a motor vehicle under sub-section (6) of section 9 shall be exhibited upon the vehicle in such manner as may be notified by the Government and if such a license is not so carried upon such vehicle the registered owner or the person having possession or control thereof shall be punishable with fine which may extend to fifty rupees.

(2) The person in charge of any motor vehicle on any public road shall cause the vehicle to stop and to remain stationary so long as may reasonably be necessary when required to do so by any officer under the control of the Board empowered in this behalf by the Government or any police officer in uniform who is not below the rank of Sub-Inspector or who being below such rank is empowered in this behalf by the Inspector-General of

Police or the District Magistrate for the purpose of satisfying himself that a license has been obtained in respect of such vehicle for the period then current.

(3) Any person failing to stop a motor vehicle when required to do so by a Police Officer or any other officer empowered under sub-section (2) shall be punishable with fine which may extend to fifty rupees.

Penalty for failure to pay tax.

11. If a tax due in respect of any motor vehicle has not been paid, the registered owner or the person having possession or control thereof shall be punishable with fine which may extend to fifty rupees; and the amount of the tax due by him in respect of such vehicle shall also be recovered as if it were a fine.

Recovery of tax as an arrear of land revenue.

12. Any tax under this Regulation may also be recovered in the same manner as an arrear of land revenue. The motor vehicle in respect of which the tax is due or its accessories may be distrained or sold in pursuance of this section, whether such vehicle or accessories be or be not in the possession or control of the person liable to pay the tax.

Exemption.

13. The Government may by notification in the Official Gazette make an exemption, reduction in the rate or other modification in regard to a tax payable—

(i) by any person or class of persons, or

(ii) in respect of any motor vehicle or class of motor vehicles.

PART IV.—Tolls.

Power to cause levy of tolls on roads and bridges and to appoint collectors.

14. Subject to the rules prescribed by the Government in this behalf, the Government may cause such rates of tolls not exceeding those mentioned in Schedule III hereto annexed, to be levied on any public road or bridge in Mysore, which has been, or shall hereafter be constructed or repaired at the expense of the Government, or any District Board constituted under the Mysore District Boards Regulation, 1926, and may place the collection of such tolls under the management of such persons as may appear to them proper, and all persons employed in the management and collection of such tolls shall be liable to the same responsibility as would belong to them if employed in the collection of the land revenue.

Establishment of toll-bars.

15. The Government may, from time to time declare the roads on which and the places where tolls

shall be levied, and may abolish the collection of tolls on roads on which such tolls have been declared leviable, and may authorise the erection or removal of any toll bar for the purpose of carrying out the provisions of this section.

Provided that when it is proposed to establish a new toll bar on a road maintained by a District Board or to abolish an existing toll bar on such a road such District Board shall be given an opportunity of expressing its opinion on the proposal, before a decision is come to.

Powers for recovery of toll.

16. (1) In the case of non-payment of any such toll on demand, the persons appointed or duly authorised to collect the same may seize any of the vehicles or animals on which it is chargeable or any part of their burden of sufficient value to defray the toll.

(2) If any such toll remains undischarged for twenty-four hours after the property has been seized under sub-section (1), the said property shall after twenty-four hours' notice exclusive of Sunday or any public holiday, be sold by public auction for discharge of the toll and all expenses occasioned by such non-payment, seizure and sale, by order of the officer authorised to superintend the collection of the said toll, who shall cause any balance that may remain to be returned, on demand, to the owner of the property.

Release of seized property on tender of dues.

Provided that, if at any time before the sale has actually begun, the person whose property has been seized shall tender the amount of all the expenses incurred, and of double the toll payable by him, the said officer shall forthwith release the property seized.

(3) Any amount due on account of toll may also be recovered in the same manner as an arrear of land revenue.

Evasion of payment of tolls.

17. No person shall with intent to evade payment of toll cause a vehicle or animal to leave a road on which a toll bar has been placed and pass over any land within a quarter of a mile therefrom, such land not being either a public road or land of which such person is the owner or occupier.

Penalty.

18. Every person, other than the persons appointed or duly authorised to collect tolls under this Regulation, who shall levy or demand any toll on any public road or bridge, or for passing through any bazaar situated thereon, and also every person who shall unlawfully and

extortionately demand, or take any other or higher toll than the lawful toll, or under colour of this Regulation seize or sell any property knowing such seizure or sale to be unlawful or in any manner unlawfully extort money or any valuable thing from any person under colour of this Regulation shall on conviction before a Magistrate be punishable with imprisonment for a term which may extend to six months or with fine which may extend to two hundred rupees, any part of which fine may be awarded by the Magistrate to the person aggrieved.

Penalty for fraudulently passing a toll bar.

19. Any person who fraudulently or forcibly passes any toll bar without paying the proper toll, or who obstructs the person appointed or duly authorised to collect the toll in the discharge of his duties, shall on conviction before a Magistrate, be punishable, with imprisonment for a term which may extend to three months or with fine which may extend to fifty rupees.

Composition of tolls.

20. (1) Subject to such conditions as may be prescribed by the Government in this behalf any person may, in respect of a motor cycle, motor car or motor cab belonging to him pay in lieu of all tolls other than those levied at toll bars established on any road or bridge specified in Schedule V or a road or bridge constructed after the coming into force of this Regulation for the recovery of the amount expended upon such road or bridge, a quarterly composition fee at rates not exceeding the maxima specified in Schedule IV A. The payment of such composition fee shall exempt such vehicle from tolls levied by any municipal council.

(2) The composition fee payable under sub-section (1) shall be paid for the quarter and in advance.

(3) Any such person may pay in advance the composition fee payable under sub-section (1) for two or more consecutive quarters in the same year. When the fee is so paid, such rebate shall be allowed as may, from time to time, be notified by the Government.

Composition of tolls in respect of a single toll bar.

21. Subject to such conditions as may be prescribed by the Government in this behalf any person may, in respect of any of the following vehicles belonging to him, namely, (*a*) a motor cycle or (*b*) a motor car not exceeding 30 hundred weight, in weight unladen and constructed or adapted for the carriage of not more than seven persons including the driver or (*c*) a motor bus or (*d*) a cart drawn by a single bullock or two bullocks, pay in lieu of all

(17

tolls payable at any one toll bar established under this Regulation other than a frontier toll bar an annual composition fee at rates not exceeding the maxima specified in Schedule IV B.

Provided that such composition under this section shall not

(*i*) be allowed in respect of more than one toll bar for any such motor cycle, motor car, motor bus or cart, and

(*ii*) exempt such cart from tolls when laden with timber.

Exemption.

22. The Government may, by notification in the Official Gazette, make an exemption, reduction in the rate or other modification in regard to toll payable,

(*i*) by any person or class of persons, and

(*ii*) in respect of any vehicle or animal or classes of vehicles or animals.

PART V.

LORRIES.

Permits for motor lorries.

23. (1) No person shall use a motor lorry on a public road, except under a permit granted by the prescribed authority.

(2) When a motor lorry is being used on a public road, the driver of the vehicle, if it belongs to him or is in his possession under an agreement for hire, hire-purchase or loan and in any other case the person whose agent or servant the driver is, shall, for the purpose of this part of this Regulation, be deemed to be the person by whom the vehicle is being used.

(3) The Government may, by rules, prescribe the conditions subject to which a permit may be granted under this section. In particular, but without prejudice to the generality of the foregoing powers, such conditions may include all or any of the following, that is to say,

(*a*) a condition that the motor lorry shall be used only in a specified area or between specified places;

(*b*) a condition that certain classes or descriptions of goods only shall be so carried;

(*c*) a condition that goods shall be carried only for specified persons;

(*d*) a condition that the motor lorry shall not carry more than the specified number of persons;

(*e*) when the vehicle is a motor lorry intended to be let or plied for hire or reward, such other conditions as the prescribed authority may think fit to impose in the public interest and with a view to prevent uneconomic competition.

(4) A permit under this section may be revoked or suspended by the prescribed authority by which the permit was granted on the ground that any of the conditions of the permit have not been complied with.

Provided that the said authority shall not revoke or suspend a permit unless he is satisfied after giving the holder of the permit an opportunity of being heard that the permit should be revoked or suspended.

Periodical inspection.

24. A motor lorry in respect of which a permit is granted under section 23 shall be subject to such periodical inspection as the Government may prescribe.

PART VI—Road Fund.

The Road Fund.

25. All taxes, tolls and fees paid under this Regulation, the Mysore Motor Vehicles Regulation, 1928, and the Mysore Highways Regulation, 1920, shall be credited to a special fund, to be designated the Road Fund, to which fund shall also be credited such other sums as the Government may, from time to time, direct.

Constitution of the Road Fund.

26. The Road Fund will be debited under the orders of the Government with the following charges, that is to say —

(1) such amount as the Government may, from time to time, determine on account of the expenses incurred in the carrying into effect of the Regulations mentioned in section 25 and the rules made thereunder,

(2) payments made to local authorities under section 32, and

(3) allotments made at the discretion of the Government for such other purposes not hereinbefore mentioned as may be consistent with or necessary for the more efficient administration of the Regulations mentioned above or the rules made thereunder.

Use of the Fund.

27. The proceeds of the Road Fund after deducting the charges under section 26 shall be used on the construction and maintenance of roads and bridges in Mysore.

28. The Board shall administer the Road Fund subject to the control of the Government in such manner as may be ordered by the Government from time to time. Administration of the Fund.

PART VII.

GENERAL.

29. No tax under this Regulation other than vehicle tax shall be levied on any motor vehicle used solely for the purposes of agriculture. Savings as to vehicles used for agricultural purposes.

Explanation.—A motor vehicle used for transporting agricultural produce along a public road shall not, for the purpose of this section and section 8, be deemed to be used solely for the purposes of agriculture.

30. No prosecution suit or other legal proceeding shall lie against any person for anything in good faith done or intended to be done under this Regulation. Protection in respect of acts done in good faith.

31. Notwithstanding anything contained in the Mysore City, Town and Minor Municipalities Regulations, 1933, no municipal council shall levy (1) a tax on motor vehicles or (2) a toll on such motor vehicles as are exempted from payment of municipal tolls under this Regulation or the rules made thereunder. Power of Municipalities to levy taxes on motor vehicles.

32. (1) From the proceeds of tolls and taxes collected under this Regulation, the Government shall pay annually to each District Board which at the commencement of this Regulation was levying tolls and to each municipal council which at the commencement of this Regulation was levying a vehicle tax on motor vehicles, a sum determined by the Government after consulting the District Board or the Municipal Council concerned as representing the average annual income of each District Board from tolls and of each municipal council from vehicle tax on motor vehicles during the three years ending 30th day of June 1935, after deducting therefrom the expenses of collection which shall be determined by the Government in such manner as it may deem fit. Payment to District Boards and Municipalities for loss of tolls and vehicle tax.

(2) In determining the amount payable to a local authority under sub-section (1), the Government shall take into account—

(*a*) the arrears of tolls or vehicle tax on motor vehicles left uncollected, which could have been collected;

(*b*) the amounts which the local authority should have paid to any other local authority on account of collections made on behalf of the latter and remaining to be adjusted; and

(*c*) the vehicle tax payable on vehicles owned by the local authority or by its employees in respect of which exemptions were granted by the local authority.

(3) At the end of three years from the commencement of this Regulation, the Government may, after consulting the District Board or Municipal Council concerned, prescribe the manner in which and the periods for which the amount payable thereafter to such District Board or Municipal Council shall be paid.

(4) The amount recovered in respect of composition of tolls under section 20, the proceeds of the service tax under sub-section (c) of section 8 on all public service motor vehicles plying or used solely within a municipality, and the proceeds of the mileage cess under sub-section (d) of section 8, shall be apportioned between the respective local authorities and the Government in such manner as may be determined by rules or orders made in this behalf.

Explanation.—A local authority for the purposes of this sub-section shall mean a District Board, a City Municipal Council or such other Town Municipal Council or Sanitary Board as the Government may notify in this behalf.

Power of Government to make rules.

33. (1) The Government may, subject to the condition of previous publication make rules for more effectively carrying out all or any of the purposes of this Regulation.

(2) All rules made under this section shall be published in the Official Gazette and on such publication shall have effect as if enacted in this Regulation.

Penalties.

34. Whoever contravenes any of the provisions of this Regulation or of any rule made thereunder shall if no other penalty is elsewhere provided in this Regulation for such contravention, be punishable with fine which may extend to one hundred rupees, and in the event of such person having been previously convicted of an offence under this Regulation or any rule made thereunder with fine which may extend to two hundred rupees.

35. The Government may, subject to the approval of the Legislative Council by a resolution recorded in this behalf alter, add to or cancel any or all of the Schedules II A to IV B of this Regulation and such alteration, addition or cancellation when published in the Official Gazette, shall have the force of law and all references in this Regulation to any of the aforesaid Schedules shall be construed as referring to such Schedules as are for the time being amended in exercise of the power conferred by this section.

Power of Government to amend, add to or cancel schedules.

36. No court inferior to that of a Second Class Magistrate shall try any offence punishable under this Regulation or the rules made thereunder, except offences punishable under Part IV of this Regulation or under rules made in respect of matters under the said part.

SCHEDULE I.

Section 3.

Year.	No.	Title.	Extent of repeal.
1876	274	Chief Commissioner's Notification No. 274 of 1876.	The whole.
1926	III	The Mysore District Boards Regulation.	Section 66 and Schedule III.

SCHEDULE II A.

The Vehicle Tax.—(Section 8 (*a*)),

	Class of Vehicles	*Annual Tax* Rs.
1	Motor Cycles	15
2	Motor cars, constructed or adapted to carry in all not more than seven persons including the driver—	
	(*a*) Weighing not more than 15 cwts. unladen ...	30
	(*b*) Weighing more than 15 cwts. unladen ...	40
3	Motor cars constructed or adapted to carry eight persons or more including the driver	60
4	For heavy motor cars, *i.e.*, motor cars exceeding two tons in weight, unladen	100
5	Motor Lorries used solely for purposes of agriculture ...	60
	Privileges and Exemptions.	
	The vehicle shall be exempted from all municipal tolls.	

(23

SCHEDULE II B.

The Road Tax.—(Section 8 (b.))

Class of Vehicles.	Quarterly tax.	
	Vehicles fitted with pneumatic tyres on all wheels.	Other Vehicles.
	Rs. a. p.	Rs. a. p.
1. Motor lorries without trailers not let or plied for hire or reward :		
(*a*) Not exceeding 15 cwt. in weight, unladen	30 0 0	45 0 0
(*b*) Exceeding 15 cwt. but not exceeding 25 cwt. in weight, unladen...	50 0 0	70 0 0
(*c*) Exceeding 25 cwt. but not exceeding 30 cwt. in weight, unladen...	70 0 0	90 0 0
(*d*) Exceeding 30 cwt. but not exceeding 35 cwt. in weight, unladen...	90 0 0	115 0 0
(*e*) Exceeding 35 cwt. but not exceeding 50 cwt. in weight, unladen...	112 8 0	150 0 0
(*f*) Exceeding 50 cwt. but not exceeding 70 cwt. in weight, unladen...	150 0 0	185 0 0
(*g*) Exceeding 70 cwt. but not exceeding 100 cwt. in weight. unladen.	175 0 0	225 0 0
(*h*) Exceeding 100 cwt. in weight unladen	250 0 0	300 0 0
(*j*) Additional tax payable in respect of such vehicles when used for drawing trailers :		
(i) For each trailer not exceeding 1 ton in weight, unladen ...	60 0 0	85 0 0
(ii) For each trailer exceeding 1 ton in weight, unladen ...	125 0 0	150 0 0
Provided that two or more vehicles shall not be chargeable under this clause in respect of the same trailer.		
2. Motor lorries let or plied for hire or reward and used for the carriage or haulage of goods only.	One and half times the rate prescribed for each respective class of vehicle under 1 above.	

Class of Vehicles.	Quarterly tax.	
	Vehicles fitted with pneumatic tyres on all wheels.	Other Vehicles.
3. Motor lorries let or plied for hire or reward and used for the carriage or haulage of goods and passengers.	(*a*) a tax as on a motor lorry under item (2) above, having a weight which bears to the unladen weight of the vehicle the same proportion as the floor area set apart for the carriage of goods bears to the total floor area of the vehicle, together with, (*b*) a service tax calculated at the rate specified in schedule II C for every passenger which the vehicle is licensed to carry, and (*c*) a mileage cess as on motor buses under schedule II D.	

Explanation.—Goods in items 2 and 3 above do not include light personal effects of passengers.

Provisos—

1. (*a*) Motor lorries not let or plied for hire or reward shall be exempt from tolls other than those levied by a municipal council in the area in which they have the permit for working in accordance with sub-section (3) of section 23.

(*b*) While working outside the said area on special permits they are liable to both Government and municipal tolls.

(*c*) Such motor lorry shall be exempt from all municipal tolls either of the municipal council within the limits of which the owner resides or of that in the limits of which he carries on business in respect of which the vehicle is used, at his option which shall be exercised at the time of the payment of the tax.

Such motor lorry kept outside the limits of any municipality shall be free from the tolls of the municipality nearest the place of residence of the owner or his principal place of business as the case may be, provided that such municipality is within a radius of five miles from

such place. If the place is equidistant from two municipalities, such motor lorry shall be free from tolls at the municipality elected and declared by the owner at the time of the payment of the tax, provided that the declaration made shall not be subject to variation during the year.

2. Motor lorries let or plied for hire or reward shall be exempt from tolls other than those levied by a municipal council in the area in which they have the permit provided that, on roads which the Board may declare as competing with the Railways in respect of traffic, they may be subject to the payment of tolls.

3. The *provisos* to Schedule II C and II D will also be applicable to the cases of vehicles under item 3 above.

SCHEDULE II C.

Service Tax.—(Section 8 (c)).

Classes of Vehicles	Quarterly tax.	
	Vehicles fitted with pneumatic tyres on all wheels.	Other vehicles.
	Rs. a. p.	Rs. a. p.
1. Motor cabs other than (3) below		
(*a*) licensed to carry in all not more than four persons.	30 0 0	45 0 0
(*b*) licensed to carry more than four persons, for every person whom the vehicle is so licensed to carry.	7 8 0	11 4 0
2. Motor buses other than (3) below for every person whom the vehicle is licensed to carry—		
(*a*) on routes graded as class I by the Board,	7 8 0	11 4
(*b*) on routes graded as class II by the Board.	6 0 0	9 0 0
3. Motor cabs and motor buses used for hire for a strictly limited purpose.	25 0 0	37 8 0

Provisos.—

1. In the case of motor cabs one seat for the driver and in the case of motor buses two seats, one for the driver and one for the conductor, shall not be taken to account for purposes of calculating this tax.

2. A motor vehicle is said to be used for hire for a strictly limited purpose when it satisfies the following conditions:—

(*a*) The vehicle is owned by a public institution like a hotel or school.

(*b*) It is used exclusively for the business of such institution that is, for the conveyance of its members, clients or, workmen.

(*c*) It is used within the limits of the Municipality in which it is kept.

(*d*) It is not available for hire by the general public.

3. Motor cabs and motor buses paying service tax shall be exempt from municipal tolls either of the municipal council within the limits of which the owner resides or of that in the limits of which he carries on business in respect of which the vehicle is used, at his option, which shall be exercised at the time of the payment of the tax.

A motor cab or motor bus kept outside the limits of any municipality shall be free from the tolls of the municipality nearest the place of residence of the owner or his principal place of business, as the case may be, provided that such municipality is within a radius of five miles from such place. If the place is equidistant from two municipalities, the motor cab or motor bus shall be free from tolls at the municipality elected and declared by the owner at the time of the payment of the tax, provided that the declaration made shall not be subject to variation during the year.

SCHEDULE II D.

Mileage Cess. (Section 8(d)).

Class of Vehicles.	*Rate of Tax.*
Motor buses—	
(*a*) when plying on ordinary permits as part of a regular service	Six pies per mile.
(*b*) when plying on special permits in other cases	Nine pies per mile.

Proviso—

" Buses paying the mileage cess are exempt from all tolls levied either by the Government or a municipal council except those levied at toll bars established on any road or bridge specified in Schedule V or a road or bridge constructed after the coming into force of this Regulation, for the recovery of the amount expended on such road or bridge."

SCHEDULE III.

Rates of Tolls. (Section 14.)

	A. MOTOR VEHICLES.	Rs.	a.	p.
1	On every motor cycle with or without side car ...	0	4	0
2	On every motor car or motor cab constructed or adapted to carry not more than seven persons including the driver	1	0	0

			Rs.	a.	p.
3	On every four wheeled motor car constructed or adapted to carry eight persons or more including the driver.		2	0	0
4	On every four wheeled motor bus	... ...	2	0	0
5	Do	motor lorry	3	0	0
6	Do	vehicle propelled by steam or motor power other than those specified above	3	0	0
7	Do	vehicle of the categories mentioned in items 5 and 6 above, if laden with timber, and entering the State at a frontier toll bar ...	6	0	0

B. VEHICLES OTHER THAN MOTOR AND STEAM VEHICLES.

1	On every four wheeled carriage	... ...	0	8	0
2	Do	two wheeled carriage on springs other than a jutka or ekka	0	4	0
3	Do	ekka or jutka, laden	0	2	0
4	Do	do unladen	0	1	0
5	Do	other vehicle on springs excluding a tricycle and a bicycle	0	2	0
6	Do	cart or other vehicle drawn by eight bullocks, buffaloes, horses, ponies, asses or mules, if laden	1	0	0
7	Do	cart or other vehicle drawn by eight bullocks, buffaloes, horses, ponies, asses or mules, if not laden	0	8	0
8	Do	cart or other vehicle drawn by six bullocks, buffaloes, horses, ponies, asses or mules, if laden	0	8	0
9	Do	cart or other vehicle drawn by six bullocks, buffaloes, horses, ponies, asses or mules, if not laden	0	4	0
10	Do	cart or other vehicle drawn by four bullocks, buffaloes, horses, ponies, asses, or mules, if laden	0	6	0
11	On every	cart or other vehicle drawn by four bullocks, buffaloes, horses, ponies, asses, or mules, if not laden	0	3	0
12	Do	cart or other vehicle drawn by two bullocks, buffaloes, horses, ponies, asses or mules, if laden	0	4	0
13	Do	cart or other vehicle drawn by two bullocks, buffaloes, horses, ponies, asses or mules, if not laden	0	2	0
14	Do	cart or other vehicle drawn by a single bullock, buffalo, horse, pony, ass or mule, if laden	0	2	0
15	Do	cart or other vehicle drawn by a single bullock, buffalo, horse, pony, ass or mule, if not laden	0	1	0
16	Do	cart or other vehicle, if laden with timber and entering the State at a frontier toll-bar ...	3	0	0

C. Animals, Palanquins, etc.

1	On every buffalo or bullock per head, if laden ...	0	1	0
2	Do do not laden ...	0	0	6
3	Do elephant	1	0	0
4	Do camel, if laden	0	4	0
5	Do do not laden	0	2	0
6	Do horse, if laden or ridden	0	1	6
7	Do horse, if unladen or not ridden	0	0	9
8	Do thattu or mule, if laden or ridden ...	0	0	9
9	Do do if unladen or led ...	0	0	6
10	Do ass, if laden or ridden	0	0	6
11	Do palanquin, dooly, palna or tonjon with two bearers or rickshaw	0	2	0
12	Do palanquin, dooly, palna or tonjon with more than two bearers	0	4	0

Provisos.—

1. Double the rate of tolls prescribed above may be levied in the case of carts referred to in items 6, 8, 10, 12 and 14 of B, if laden and entering the State at a frontier toll-bar.
2. Double the rate of tolls prescribed above may be levied in the case of carts referred to in items 6, 8, 10, 12 and 14 of B, when such carts are laden with timber.
3. The Government may prescribe lower rates of tolls than those prescribed in this schedule on carts fitted with tyres over 2½ inches in width or with pneumatic tyres.

(29

SCHEDULE IV—A.

Rate of fee for composition of tolls on Motor Vehicles. (Section 20).

Classes of vehicles	Fees per quarter: For vehicles fitted with pneumatic tyres on all wheels	Fees per quarter: For other vehicles
1. *Motor cycles.*	Rs. a. p.	Rs. a. p.
(*a*) Motor cycles with two wheels ...	7 8 0	10 0 0
(*b*) Ditto, if used for drawing a trailer or side car	10 0 0	12 8 0
(*c*) Motor cycles with three wheels ...	10 0 0	12 8 0
2. *Motor cars and motor cabs.*		
(*a*) Weighing not more than 15 cwts., unladen	17 8 0	25 0 0
(*b*) Weighing more than 15 cwts. but not more than 30 cwts., unladen ...	25 0 0	37 8 0
(*c*) Weighing more than 30 cwts. but not more than 45 cwts., unladen ...	32 8 0	50 0 0
(*d*) Weighing more than 45 cwts. but not more than 60 cwts., unladen ...	40 0 0	60 0 0
(*e*) Weighing more than 60 cwts., unladen	50 0 0	75 0 0
(*f*) Additional fee payable in respect of such vehicles when used for drawing trailers—		
(i) For each trailer not exceeding one ton in weight, unladen ...	10 0 0	15 0 0
(ii) For each trailer exceeding one ton in weight, unladen	20 0 0	30 0 0
Provided that two or more vehicles shall not be chargeable under this class in respect of the same trailer.		

SCHEDULE IV—B.

Rate of fee for composition in respect of a single toll-bar for certain vehicles. (Section 21).

Class of vehicle	Amount of annual fee
	Rs. a. p.
(*a*) Motor cycles	15 0 0
(*b*) Motor cars weighing not more than 30 cwts. in weight unladen and not constructed or adapted to carry more than seven persons including the driver ...	30 0 0
(*c*) Motor buses	200 0 0
(*d*) Carts drawn by a single bullock or two bullocks ...	7 8 0

SCHEDULE V.

RECENTLY CONSTRUCTED ROADS AND BRIDGES.

(Section 20).

(*i*)	The road and bridge over...		the Cauvery at T.-Narsipur.
(*ii*)	Do	...	the Cauvery at Krishnarajasagara.
(*iii*)	Do	...	the Hemavati at Akki-Hebbal.
(*iv*)	Do	...	the Hemavati at Gorur.

MIRZA M. ISMAIL,
Dewan.

Printed by the Superintendent at the Government Press, Bangalore.

FROM

Major C.G.N. Edwards, I.A.,
SECRETARY TO THE HON'BLE THE RESIDENT IN MYSORE.

To

The Collector and President,
Municipal Commission,
Civil and Military Station,
Bangalore.

Dated Bangalore, 15th November *1935*.

Subject.

Reciprocal arrangements between the Civil and Military Station of Bangalore and the Mysore Government in the matter of taxes and tolls on motor vehicles and cycles.

SIR,

I am directed to refer to your letter No.G.T.80/31, dated the 3rd November 1935, and to forward a copy of letter from the Government of Mysore, No.Pol.400/P., dated the 3rd October 1935, with enclosure. I am to request you, if you see no objection, to be so good as to suggest, in consultation with the Commissioner of Police, names of representatives of the Civil and Military Station who it is considered should attend the proposed Conference. The date and time for the Conference which would suit the representatives of the Station may also kindly be stated.

2. The favour of an early reply is requested.

I have the honour to be,
Sir,
Your most obedient servant,

O/C

SECRETARY TO THE RESIDENT.

S.M.V.
E.P.1-5

Copy, with a copy of letter from the Government of Mysore, No.Pol.400/P., dated the 3rd October 1935, is forwarded to the Commissioner of Police, Civil and Military Station, Bangalore for information.

KRS.

S.N.3

(32)

2 draft
Draft I-II

Issued general
15-11-35
15.11.35

DEPARTMENT.

BRANCH.

File No.

Serial No.

Draft Letter / ~~Memorandum~~ / ~~Telegram~~ No.F.1176-35/R.O.II.

No. Dated 15-11- 1935

Class for telegrams

Ordinary
Express
Urgent*
Priority
Clear Line†

*Only for Foreign Telegrams.

†Not for Foreign Telegrams.

To be issued on

Issued on

1st Reminder

2nd Reminder

3rd Reminder

Heading :

Case or Diary No.

If post copy of telegram required

Date of despatch of above

List of enclosures

(Code word for telegrams.)

S.N. 1/er.p.1-5
9/(d)

From

The Secretary to the Resident.

To

The General Secretary to the
Government of Mysore.

Subject:- Reciprocal arrangements between the C and M Station of Bangalore and the Mysore Government in the matter of taxes and tolls on motor vehicles and cycles.

Sir,

With reference to your letter No.Pol.400/P., dated the 3rd October 1935, I am directed to say that the Collector and President, Municipal Commission, Civil and Military - Station of Bangalore, has been - addressed in the matter and that a further communication will be sent to you as early as possible.

I have etc.,

Clone 15/11.

Secretary to the Resident.

S. S.
MGIPC—S1—1989(CPS) MFP-(M-1738)—19-2-35—50,000 Pds.

14.11.35
16.11.35

as
14/11/35.
T. N. T.
16-11-35

Safety

S.N.4

13—2,000—17—4—1935. (33

T.N.T 26-11-35

No. 9205-/35 CIVIL AND MILITARY STATION, BANGALORE,
MUNICIPAL OFFICE,
DATED 25th November 1935.

Urgent

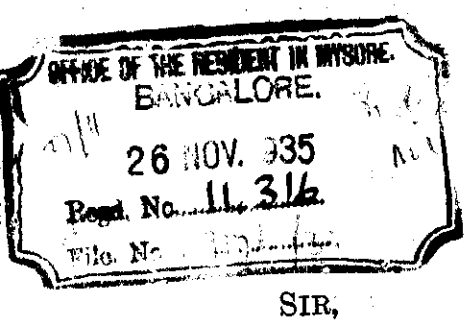
Copy 27/11.

From

F. R. BRISLEE, ESQ., I. C. S.,
President, Municipal Commission,
Civil and Military Station, BANGALORE.

To

The Secretary to the Hon'ble the Resident in Mysore,
Bangalore.



SIR,

Subject:- Reciprocal arrangement between the Civil and Military Station of Bangalore and the Mysore Government in the matter of taxes and tolls on motor vehicles and cycles. - Your letter No.F.1176-35/R.O.II, dated the 15th November 1935.

I have the honour to inform you that I have, in consultation with the Commissioner of Police and the Standing Committee of the Municipal Commission, selected the following gentlemen to represent the Civil and Military Station at the proposed Conference with the representatives of the Mysore State :-

(1) The President, Municipal Commission.

(2) " Commissioner of Police.

(3) Rao Sahib B. G. Rajagopal Mudaliar,
Vice-President, Municipal Commission.

(4) Major A. S. Andrews,
Municipal Commissioner representing the Trades Association.

(5) Mr. C. P. Chandran,
Secretary, Municipal Commission.

(6) " C. H. Ashe,
Municipal Commissioner and Proprietor of Ashe's Motor Service.

(7) Rao Sahib C. N. Surya Prakas,
Municipal Commissioner and Government Pleader.

2. It will be necessary for these representatives to meet once or twice to decide on the points on which they should express their views at the Conference, which, I suggest, may be fixed for the 18th, 19th or the 20th December 1935 at 9-30 A.M. Any arrangements affecting Municipal revenues or which for any other

P.T.O.

reason would require the approval of the Municipal Commission, could not be put into effect on the 1st January 1936, since it would not be possible to obtain the approval of the Commission (and ratification by the Hon'ble the Resident) in time.

3. In the meantime, I request you kindly to obtain and furnish me, at an early date, with the proposals which the Mysore Government have in view to deal with Motor Vehicles of the Madras Presidency entering the Mysore State, especially private cars and cycles and also to arrange to supply me immediately with 10 copies of the New Mysore Regulation for the use of the Civil and Military Station representatives.

I have the honour to be,
Sir,
Your most obedient servant,

C Thambiah.

for President, M. C.

MVL.
25-11-35.

S.N.5

All communications should be addressed to the Secretary to the Resident in Mysore, Bangalore, by designation and not by name.

U R G E N T.

No. F.1176-35
R.O. II

FROM

Major C. G. N. Edwards, I.A.,
SECRETARY TO THE HON'BLE THE RESIDENT IN MYSORE.

To

The General Secretary to the Government of
His Highness the Maharaja of Mysore.

Dated Bangalore, 30th November 1935

Subject.

Reciprocal arrangements between the Civil and Military Station of Bangalore and the Mysore Government in the matter of taxes and tolls on motor vehicles and cycles.

SIR,

3/Cp 32 (e) In continuation of my letter No.F.1176-35/R.O.II, dated the 16th November 1935, I am directed to inform you that the President, Municipal Commission, Civil and Military Station, Bangalore, has, in consultation with the Commissioner of Police and the Standing Committee of the Municipal Commission, selected the following gentlemen to represent the Civil and Military Station at the proposed Conference with the representatives of the Mysore State:-

(1) The President, Municipal Commission.
(2) The Commissioner of Police.
(3) Rao Sahib B.G.Rajagopal Mudaliar, Vice-President, Municipal Commission.
(4) Major A.S.Andrews, Municipal Commissioner representing the Traders Association.
(5) Mr. C.P.[redacted], Secretary, Municipal Commission.
(6) Mr. C.H.Ashe, Municipal Commissioner and Proprietor of Ashe's Motor Service.
(7) Rao Sahib C.N.Surya Prakas, Municipal Commissioner and Government Pleader.

2. The President, Municipal Commission reports that it will be necessary for these representatives to meet once or twice to decide on the points on which they should express their views at the Conference; and he suggests therefore that the Conference may be fixed for the 18th, 19th, or 20th December 1935 at 9-30 A.M. He has also asked me to make it clear that it would not be possible to give effect to any arrangements affecting Municipal revenues or which for any

[redacted]

136

other reason would require the approval of the Municipal Commission by the 1st January 1936, as it would not be possible to obtain the approval of the Commission (and ratification by the Resident) in time.

3. I am to request that the date or dates that may finally be fixed by the Mysore Government and the place, for the proposed Conference may kindly be intimated to this Residency at a very early date.

I have the honour to be,

Sir,

Your most obedient servant,

d/c 30/11.

SECRETARY TO THE RESIDENT.

BJ

S.N.6

137

Urgent

Ag 30/11/35

DEPARTMENT.

BRANCH.

File No.

Serial No.

Draft Letter / ~~Memorandum~~ / ~~Telegram~~

No.F.1176-35/R.O.II.

Dated 30 — 11 — 1935.

Class for telegrams

Ordinary / Express / Urgent* / Priority / Clear Line†

*Only for Foreign Telegrams.

†Not for Foreign Telegrams.

To be issued on

Issued on

1st Reminder

2nd Reminder

3rd Reminder

Heading:

Case or Diary No.

If post copy of telegram required

Date of despatch of above

List of enclosures

(Code word for telegrams.)

From

The Secretary to the Resident.

To

The General Secretary to the Government of Mysore.

Subject:- Proposed Conference in connection with the reciprocal - arrangements between the C and M Station of Bangalore and the Mysore Government in the matter of taxes and tolls on motor vehicles and cycles.

Sir,

I am directed to request that if there is no objection, ten copies of the Mysore Road Traffic and Taxes Regulation (Regn.No.VI of 1935) may kindly be forwarded to this Residency as early as possible for the use of the Civil and Military Station representatives.

I have etc.,

29/11.

Secretary to the Resident

S. S.
MGIPC—S1—158(Genl)MFP—(M-1933)—3-5-34—50,000 Pads.

28/11/35

T.N.T. 28-11-35

S.N.7.

138

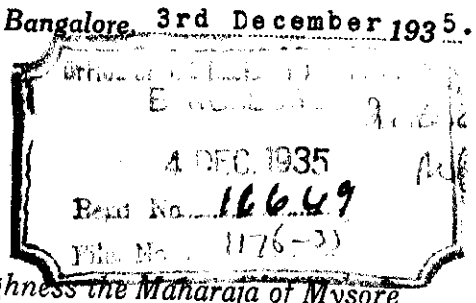
GOVERNMENT OF HIS HIGHNESS THE MAHARAJA OF MYSORE

URGENT.

General and Revenue Secretariat

No. Col 617 Encl 10

Dated, Bangalore, 3rd December 1935.



From

The *Secretary to the Government of His Highness the Maharaja of Mysore*
General Department.

To

The Secretary to the Hon'ble the Resident in Mysore,
Bangalore.

Sir,

With reference to your letter No. F.1176-35/R.O. II, dated 30th November 1935, I am directed to forward herewith ten copies† of the Mysore Road Traffic and Taxes Regulation VI of 1935, as desired therein, which may kindly be acknowledged.

I have the honour to be,

Sir,

Your most obedient servant,

for GENERAL SECRETARY TO GOVT.

CSG:2.

† (9 copies are retained in Office)

S.N.8

13—2,000—17—4—1935

No. 9205/35

CIVIL AND MILITARY STATION, BANGALORE,
MUNICIPAL OFFICE,
DATED 3rd December 1935

From

F. R. BRISLEE, ESQ., I. C. S.,

President, Municipal Commission,

Civil and Military Station, BANGALORE.

To

OFFICE OF THE RESIDENT IN MYSORE
BANGALORE.
4 DEC. 1935
Read No. 11650
File. No. 117-35

The Secretary to the Hon'ble the Resident
in Mysore,

BANGALORE.

SIR,

Subject:-Reciprocal arrangement between the Civil and Military Station of Bangalore and the Mysore Government in the matter of taxes and tolls on Motor Vehicles and cycles - My letter No.9205/35, dated the 25th November 1935.

With reference to the dates suggested for the proposed conference, viz. the 18th, 19 and 20th, I have the honour to state that it will not be possible to have the confernence on the 19th as the monthly meeting of the Municipal Commission has been fixed for that date. The conference may, therefore, be fixed either for the 18th or the 20th at 9.30 A.M.

I have the honour to be,
Sir,
Your most obedient servant,

For PRESIDENT, M. C.

DIW.
3-12-35.

S.N.10

Urgent

41

Issued 2 drafts & 1 Tel
Rec 9.12 Issued 7-12-35

DEPARTMENT.

BRANCH.

File No.

Serial No.

Draft Letter ~~Memorandum~~ ~~Telegram~~ No.F.1176-35/R.O.II.

No. Dated 9—12— 1935

Class for telegrams

Ordinary
Express
Urgent*
Priority
Clear Line†

*Only for Foreign Telegrams.

†Not for Foreign Telegrams.

To be issued on

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1st Reminder

2nd Reminder

3rd Reminder

Heading:

Case or Diary No.

If post copy of telegram required

Date of despatch of above

List of enclosures

(Code word for telegrams.)

S.N.5/Ep 3[illegible]
37 (C)

T SN 8/Ep 37 (C)

From

The Secretary to the Resident.

To

The General Secretary to the Government of Mysore.

Subject:- Conference in connection with the reciprocal arrangements between the C and M Station of Bangalore and the Mysore Government in the matter of taxes and tolls on motor vehicles and cycles.

Sir,

In continuation of my letter No.F.1176-35/R.O.II, dated the 30th November 1935, I am directed to say that the President, Municipal Commission, Civil and Military Station of Bangalore has since reported that it will not be possible to have the Conference on the 19th December 1935 as the monthly meeting of the Municipal Commission has been fixed for that date. He has suggested that the Conference

S. S.
M GIPC—S1—158(Cen.)MFP—(M.1983)—3-5-34—50,000 Pads.

142

(2).

Conference may therefore be fixed either for the 18th or the 20th - December 1935 at 9-30 A.M.

I have etc.,

Clone G/12

Secretary to the Resident.

Q
5/12/35
T.N.T
5-12-35

S.N.11

43

Issued 9/12.

DEPARTMENT.

BRANCH.

File No.

Serial No.

Draft Letter / ~~Memorandum~~ / Telegram

No.F.1176-35/R.O.II.

No. Dated 9—12— 1935.

From

The Secretary to the Resident.

To

The President, Municipal Commission,
C and M Station, Bangalore.

Subject:- Reciprocal arrangements between the C and M Station of Bangalore and the Mysore Government in the matter of taxes and tolls on motor vehicles and cycles.

Sir,

With reference to para.3 of your letter No.9205/35, dated the 25th November 1935, I am directed to forward copies of the ~~xxxxxxxxxxx~~ correspondence noted in the margin* relating to the proposed reciprocal arrangements between Madras and Mysore in the matter of taxes and tolls on motor vehicles.

2. Ten copies of the Mysore Road Traffic and Taxes Regulation,1935 (Regulation

Class for telegrams

Ordinary / Express / Urgent* / Priority / Clear Line†

*Only for Foreign Telegrams.

†Not for Foreign Telegrams.

To be issued on

Issued on

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Heading :

Case or Diary No.

If post copy of telegram required

Date of despatch of above

List of enclosures

(Code word for telegrams.)

S.N.4/Cp.33-34

* 1. Letter from the Government of Madras, No.24497-1 C.-L.& M., dated the 3rd July 1933 with enclosure.

S.N.8/8(4) 606-1931

2. Letter from the Government of Madras, No.24459-A-1 C., L.& M.,dated the 27th July 1935, with enclosure.

1/Cp.1-2 034-35

3. Letter from the Government of Mysore, No.Pol.421/Legis.12-33, dated the 14th October 1935.

S.N.5 1024-31 Not p/up

S. 5.

MGIPC—S1—158(Gen)MFP—(M-1983)—2-5-34—50,000 Pads.

(44

(Regulation No.VI of 1935) are also enclosed.

I have etc.,

Secretary to the Resident.

5/12/35.

T.N.T
5-12-35

S.N.12

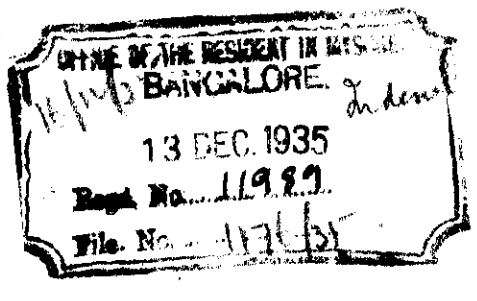
No. 9744 / 8 / Q.

HEADQUARTERS MADRAS DISTRICT.

BANGALORE. 12 DECEMBER 1935.

To.

The Secretary to The Hon'ble The
Resident in Mysore,
BANGALORE.



Subject:- Motor Vehicle Taxation -
Mysore State.

Sir,

Reference the Mysore Road Traffic and Taxes Regulation (Regulation No VI of 1935), which comes into force from 1st January 1936, and the various Government of Mysore Notifications* to implement this Regulation.

I am directed to request that you will be so good as to approach the Mysore Government, with a view to certain concessions being granted to military personnel travelling on duty in private cars, or who are compelled to maintain cars by nature of their duty. The concessions requested are as follows:-

2. Motor vehicles belonging to officers, residing within Mysore Territory, which are maintained by officers in lieu of obligatory chargers owing to the nature of their duty, and which are certified by the District Commander as essential for the efficient performance of the officer's duty, to be exempted from payment of Provincial Tax, and Registration Fee (Notifications No P3316, dated 18th November 1935 and #No P3324 dated 19th November 1935).

The numbers concerned are very small, and only include those officers of Staffs and Medical

Services who cannot find suitable accommodation within the limits of the Civil and Military Station of Bangalore.

The authorities of the Civil and Military Station grant this concession by issuing a Free Licence, and it is requested that the Government of Mysore would be so kind as to do the same,in order to avoid invidious distinction.

3. All military personnel who are compelled to pass through Mysore Territory,by private car,on duty to be exempted from the payment of Provincial Tax.

Such personnel are exempt from payment of Tolls,vide Notification No P3317* dated 19th November 1935,and those whose vehicles are registered in the Civil and Military Station will be exempt from the payment of Provincial Tax,by reason of the reciprocal agreement which is being affected.

*C.P. 53 infra

Other personnel,normally stationed outside the Civil and Military Station,are compelled occasionally to pass through Mysore Territory on duty, and it is requested that they may also be exempt from payment of Provincial Tax. This would include officers whose vehicles are registered in the Madras Presidency, and those officers of Army Headquarters,and Southern Command,who tour by car.

4. Buses maintained by a unit entirely for the use of soldiers of the unit,and registered in the name of the unit,to be considered as private cars for purposes of the reciprocal agreement to be affected.

The numbers of such buses are negligible, and normally they would not have occasion to enter Mysore State Territory. As units,however,are often located in Camps in Mysore State Territory,and sometimes require to send men into this Territory

for sporting and recreation purposes,the taxation of such buses as ordinary buses plying for hire would incur considerable financial hardship on the troops themselves.

5. The District Commander would be grateful if the Government of Mysore would give sympathetic consideration to these requests.

I have the honour to be,

Sir,

Your most bbedient servant,

H. Bateman Captain,

D.A.Q.M.G., Madras District.

Copy,with compliments,to:-

The Collector,
Civil and Military Station,
BANGALORE.

(47

Regd. No. M.—1175

The Mysore Gazette

Vol. 70.] PUBLISHED BY AUTHORITY. [No. 46.

BANGALORE, THURSDAY, NOVEMBER 21, 1935.

PART IV.

Legislative measures and Rules thereunder.

NOTIFICATIONS.

No. P. 3314—Legis. 46-35-5, dated Bangalore, 18th November 1935.

In exercise of the powers conferred by Section 21 of the Mysore Road Traffic and Taxes Regulation No. VI of 1935, the Government of His Highness the Maharaja of Mysore are pleased to prescribe the following rate of fee for composition of tolls in respect of a single toll-bar for the vehicles specified below and to direct that the rate shall take effect on and from the 1st of January 1936 :—

SCHEDULE IV—B.

Rate of fee for composition in respect of a single toll-bar for certain vehicles.

Class of vehicle	Amount of annual fee
	Rs. a. p.
(*a*) Motor cycles	15 0 0
(*b*) Motor cars weighing not more than 30 cwts. in weight unladen and not constructed or adapted to carry more than seven persons including the driver	30 0 0

P.415

Class of vehicle	Amount of annual fee
	Rs. a. p.
(*c*) Motor buses	75 0 0
(*d*) Carts drawn by a single bullock or two bullocks	7 8 0
NOTE.—1. This composition shall not be allowed (i) at any frontier toll-gate ; (ii) at more than one interior toll-gate for any such motor cycle, motor car, motor bus and cart.	
2. This composition will not exempt the bullock cart referred to above from tolls when such cart is laden with timber.	

No. P. 3315 Legis.—46-35-3, dated Bangalore, 18th November 1935.

In exercise of the powers conferred by Section 20 of the Mysore Road Traffic and Taxes Regulation No. VI of 1935, the Government of His Highness the Maharaja of Mysore are pleased to prescribe the following as the rates of fee for composition of tolls payable on Motor Vehicles on and after 1st January 1936 :—

SCHEDULE IV-A.

Rates of fee for composition of tolls on motor vehicles.

Classes of vehicles	Fees per quarter					
	For vehicles fitted with pneumatic tyres on all wheels			For other Vehicles		
1. MOTOR CYCLES.	Rs.	a.	p.	Rs.	a	p.
(*a*) Motor cycles with two wheels ...	5	0	0	6	8	0
(*b*) Ditto, if used for drawing a trailer or side car.	7	8	0	9	8	0
(*c*) Motor cycles with three wheels ...	10	0	0	12	8	0

Classes of vehicles	Fees per quarter	
	For vehicles fitted with pneumatic tyres on all wheels	For other Vehicles
2. MOTOR CARS AND MOTOR CABS.	Rs. a. p.	Rs. a. p.
(*a*) Weighing not more than 15 cwts., unladen.	15 0 0	21 8 0
(*b*) Weighing more than 15 cwts., but not more than 30 cwts., unladen.	20 0 0	30 0 0
(*c*) Weighing more than 30 cwts., but not more than 45 cwts., unladen.	32 8 0	50 0 0
(*d*) Weighing more than 45 cwts., but not more than 60 cwts., unladen.	40 0 0	60 0 0
(*e*) Weighing more than 60 cwts., unladen.	50 0 0	75 0 0
(*f*) Additional fee payable in respect of such vehicles when used for drawing trailers:—	...	...
(i) For each trailer not exceeding one ton in weight, unladen.	10 0 0	15 0 0
(ii) For each trailer exceeding one ton in weight, unladen.	20 0 0	30 0 0
Provided that two or more vehicles shall not be chargeable under this class in respect of the same trailer.	...	...

A rebate of 10 per cent will be allowed if the composition fee is paid for the year in advance.

No. P. 3316—Legis. 46-35-4, dated Bangalore, 18th November 1935.

In exercise of the powers conferred by Section 8 of the Mysore Road Traffic and Taxes Regulation No. VI of 1935, the Government of His Highness the Maharaja of Mysore are pleased to direct the levy on and from 1st

January 1936 of the following taxes on motor vehicles specified below at the rates noted against each :—

SECTION II-A.

The Vehicle Tax.

Class of vehicles	Annual tax
	Rs.
1. Motor cycles	15
2. Motor cars constructed or adapted to carry in all not more than seven persons including the driver :—	
(*a*) Weighing not more than 15 cwts., unladen...	24
(*b*) Weighing more than 15 cwts., unladen ...	36
3. Motor cars constructed or adapted to carry eight persons or more including the driver.	60
4. For heavy motor cars, *i.e.*, motor cars exceeding two tons in weight, unladen.	100
5. Motor lorries used solely for purposes of agriculture.	60

SCHEDULE II-B.

The Road Tax.

Class of vehicles	Quarterly tax					
	Vehicles fitted with pneumatic tyres on all wheels			Other vehicles		
	Rs.	a.	p.	Rs.	a.	p.
1. Motor lorries without trailers not let or plied for hire or reward :—						
(*a*) Not exceeding 15 cwts. in weight, unladen ...	30	0	0	45	0	0
(*b*) Exceeding 15 cwts. but not exceeding 25 cwts. in weight, unladen ...	50	0	0	70	0	0
(*c*) Exceeding 25 cwts. but not exceeding 30 cwts. in weight, unladen ...	70	0	0	90	0	0
(*d*) Exceeding 30 cwts. but not exceeding 35 cwts. in weight, unladen ...	90	0	0	115	0	0
(*e*) Exceeding 35 cwts. but not exceeding 50 cwts. in weight, unladen ...	112	8	0	150	0	0

(57)

Class of vehicles	Quarterly tax	
	Vehicles fitted with pneumatic tyres on all wheels	Other vehicles
	Rs. a. p.	Rs. a. p.
(*f*) Exceeding 50 cwts. but not exceeding 70 cwts. in weight, unladen ...	150 0 0	185 0 0
(*g*) Exceeding 70 cwts. but not exceeding 100 cwts. in weight, unladen ...	175 0 0	225 0 0
(*h*) Exceeding 100 cwts. in weight unladen ...	250 0 0	300 0 0
(*i*) Additional tax payable in respect of such vehicles when used for drawing trailers :—		
(i) For each trailer not exceeding one ton in weight, unladen ...	60 0 0	85 0 0
(ii) For each trailer exceeding one ton in weight, unladen.	125 0 0	150 0 0
Provided that two or more vehicles shall not be chargeable under this clause in respect of the same trailer.		
2. Motor lorries let or plied for hire or reward and used for the carriage or haulage of goods only.	One and half times the rate prescribed for each respective class of vehicle under 1 above.	
3. Motor lorries let or plied for hire or reward and used for the carriage or haulage of goods and passengers.	(*a*) a tax as on a motor lorry under item (2) above, having a weight which bears to the unladen weight of the vehicle, the same proportion as the floor area set apart for the carriage of goods bears to the total floor area of the vehicle, together with, (*b*) a service tax calculated at the rate specified in Schedule II C for every passenger which the vehicle is licensed to carry, and (*c*) a mileage cess as on motor buses under Schedule II D.	

Explanation.—Goods in items 2 and 3 above do not include light personal effects of passengers.

SCHEDULE II-C.

Service Tax.

Classes of Vehicles	Quarterly tax	
	Vehicles fitted with pneumatic tyres on all wheels	Other Vehicles
	Rs. a. p.	Rs. a. p.
1. Motor cabs other than (3) below—		
(*a*) licensed to carry in all not more than four persons ...	30 0 0	45 0 0
(*b*) licensed to carry more than four persons, for every person whom the vehicle is so licensed to carry	7 8 0	11 4 0
2. Motor buses other than (3) below for every person whom the vehicle is licensed to carry :—		
(*a*) On motor buses let or plied for hire solely within a municipality	7 8 0	11 4 0
(*b*) On routes graded as Class I by the Board ...	7 0 0	10 8 0
(*c*) On routes graded as Class II by the Board ...	5 8 0	8 4 0
3. Motor cabs and motor buses used for hire for a strictly limited purpose ...	25 0 0	37 8 0

SCHEDULE II-D.

Mileage Cess.

Class of Vehicle	Rate of Tax
Motor Buses .—	
(*a*) when plying on ordinary permits as part of a regular service ..	Six pies per mile.
(*b*) when plying on special permits in other cases ...	Nine pies per mile.

No. P. 3317 Legis. 46-35-6, dated Bangalore, the 18—19th November 1935.

In exercise of powers conferred on them by Section 22 of the Road Traffic and Taxes Regulation and in supersession of all previous orders in the matter, the Government of His Highness the Maharaja are pleased to exempt, with effect from the 1st January 1936 the undermentioned vehicles, etc., from tolls at toll-gates established under the Regulation on State Fund and District Fund Roads and bridges in the manner and to the extent specified below :—

I. At all toll-gates.—

(i) Vehicles belonging to His Highness the Maharaja or His Highness the Yuvaraja of Mysore.

(ii) Vehicles belonging to the Hon'ble the British Resident in Mysore and his staff, namely, the Secretary to the Resident, the Residency Surgeon and the Personal Assistant to the Resident.

(iii) Vehicles belonging to the Dewan of Mysore.

(iv) Vehicles belonging to the Postal Department or engaged by them exclusively for the carriage of Mails.

(v) Vehicles or animals used for the passage of troops, military stores or equipage.

(vi) Vehicles conveying British or Mysore Military Officers on duty.

To entitle an officer to pass a toll-gate without payment as being "on duty", he must fulfil at least one of the following conditions :—

(*a*) be travelling in a staff car ;

(*b*) be wearing uniform ;

(*c*) be in possession of toll pass issued by the Headquarters, Madras District or the Chief Commandant, Mysore State Troops, as the case may be.

Note.—Illustrations of flags distinguishing cars of the several British officers are noted hereunder for information :—

(*a*) The Military Staff cars are usually painted Khaki.

(*b*) A prefix letter and number, together with a broad arrow mark, are painted in white on a black background on all Military Motor Vehicles, usually on both sides of the upper portion of the bonnet of the car.

The same particulars are also shown at the rear of the vehicle, either on the rear end of the off-side rear mudguard or on a plate fixed to the chassis for that purpose.

(*c*) The broad arrow mark may precede the prefix letter or be painted above the prefix and number thus

↑G. 8704 or G. 8704 (↑ above)

(*d*) The motor cars of the undermentioned officers may be distinguished by flags flown on the Radiator Cap :—

	Flag.
His Excellency the Commander-in-Chief...	Union Jack.
General Officer Commanding-in-Chief, Southern Command.	... Oblong, red, black, red.
Commander, Madras District	... Read swallow tail.
Commander, Southern Brigade Area	... Blue pennant.

(vii) Vehicles or animals used for the passage of police force or police officers in uniform on duty or of any person or property in their custody.

(viii) Vehicles or animals used for the passage of any property *bona fide* belonging to any Department of the Government or the Palace, the proof of which should be established by the production of a pass or certificate from the head of the Department to which the property or the vehicle belongs or such other officer as is duly authorised in this behalf by the Deputy Commissioner or by the Board to grant such certificates or passes. Such pass or certificate should be delivered up at the last toll-gate passed by the vehicle conveying such property before it reaches the destination noted in such pass or certificate.

Note 1.—The exemption in question applies to Government property whether transported in hired vehicles or in vehicles belonging to Government.

Note 2.—The exemption from payment of toll applies to such vehicles only when they convey Government materials. Vehicles when returning empty after delivery of the materials or going to fetch such materials, are liable to pay toll.

Note 3.—The undermentioned heads of Palace Elakhas are authorised to issue passes for the passage of Palace property toll-free at all toll-gates.

(1) The Officer in charge of the Palace Garage.
(2) The Officer in charge of the Palace Stables,

(3) The Palace Engineer.
(4) The Mokhtesar, Palace Estates.
(5) The Mokhtesar, Khas Samukha.
(6) The Munib, Motikhane.
(7) The Inspector, Gajasala.
(8) The Mokhtesar, Palace Gardens, Mysore.
(9) The Subedar, Faraskhana Department, Mysore.

Note 4.—The Superintendent, Government House, is authorised to issue passes for the free passage of vehicles and property belonging to the Government House.

(ix) Vehicles belonging to a Local Board or Municipal Council the proof of which is to be established by the production of a certificate signed by the President of such body, or by such other officer as may be authorised by the Traffic Board or the Deputy Commissioner.

(x) Vehicles belonging to Heads of Mutts who hold a Rahadari issued by competent authority.

(xi) Vehicles belonging to officers and subordinates of the Public Works Department, below the grade of Executive Engineer, who travel on duty within their jurisdiction.

Note.—Any such officer passing a toll-gate on duty shall, if the authorities of the toll-gate so desire, enter in a book kept for the purpose, his name, designation and the nature of the duty on which he is travelling.

(xii) Officers and subordinates of the Traffic Board while travelling on duty.

(xiii) Cars conveying the Raja of Sandur.

(xiv) Cars conveying the Raja Saheb of Akkalkote, the Rani Saheb of Akkalkote, (the Raja Saheb's mother) while on tour within the State.

(xv) Cars conveying the Raja of Savanur.

(xvi) Cars or conveyances used for ambulance purposes.

(xvii) Carts belonging to agriculturists residing within five miles of toll-gate shall be free of tolls at that gate when such carts are carrying manure, implements, seeds, or agricultural produce to and from their fields and when they return unladen.

Note.—Any claim for exemption under this rule shall be supported by a certificate signed by the Patel or Chairman of the Village Panchayet of the village to which the cart belongs.

II. At all toll-gates other than those established on roads and bridges specified in Schedule V of the Road Traffic and Taxes Regulation and on roads and bridges

to be constructed hereafter, *vide* Section 20 of the said Regulation.

(i) Motor buses let or plied for hire on ordinary or short term permits.

Note.—The motor buses while on use for private purposes are liable to tolls.

(ii) Motor cycles, motor cars, motor cabs which have paid the necessary composition fee and compounded in accordance with Section 20 of the Regulation.

Note.—To get this exemption from tolls the vehicles should produce as prescribed by rules the license or token prescribed.

(iii) Motor lorries which hold a permit for working in the area in which the toll-gate is situated.

Note.—(1) When working outside the area prescribed in the permit, lorries must pay tolls.

(2) This exemption applies to motor lorries at all such toll-gates in the area prescribed in the permit except those established on roads competing with Railways at which the levy of tolls is specially prescribed by the Board.

III. At all interior toll-gates, that is toll-gates other than frontier toll-gates.

(i) *Bona fide* agricultural bullock-carts except those carrying timber for commercial purposes.

Note 1.—This does not apply to such interior toll-gates as are specified in Schedule V of the Road Traffic and Taxes Regulation or to toll-gates to be established under Section 20 of the said Regulation. At such toll-gates the carts are liable to tolls.

Note 2.—The word timber referred to above should be construed as including only logs or sawn timber, and not bamboos, fuel, and cane.

(ii) Vehicles which have compounded for the payment of tolls at the gate under Section 21 of the said Regulation.

Note.—The exemption under this clause does not apply to such vehicle when it carries timber. When such vehicle is used for the carriage of timber it must pay the tolls prescribed.

No. P. 3324—Legis. 46-35, dated Bangalore, 18—19th November 1935.

The following draft amendment which the Government propose to make in exercise of the powers conferred upon them by Section 11 of the Mysore Motor Vehicles Regulation, 1928, to the Mysore Motor Vehicles Rules, 1924, published with Notification No. P. 3015—Legis.

21-22-10, dated 12th December 1924 amended from time to time, is published for the information of persons likely to be affected thereby and notice is hereby given that the said draft will be taken into consideration on or after the 30th November 1935.

Draft Amendment.

For Rule 4 of the said rules, substitute the following:—

"4. The fee payable in respect of registration shall be as follows:—

		Rs.
(*i*)	For every motor cycle, without side car, below 3½ H. P ...	4
(*ii*)	For every motor cycle, without side car, of 3½ H. P. and above ...	8
(*iii*)	For every motor cycle with side car ...	8
(*iv*)	For all other motor vehicles except those specified in Clause V below ...	16
(*v*)	For every heavy motor vehicle ...	32

Provided that the fee payable in respect of the registration of a motor vehicle during the period of currency of a certificate of registration granted or renewed in respect of such vehicle under any law for the time being in force in British India or in any State notified by the Government under Rule 3 shall be one-half the fee specified above or the difference between the fee payable in Mysore and the fee paid at the place of registration, whichever is higher."

By Order,
M. VENKATESA IYENGAR,
Secretary to Government,
General Department.

No. P. 3355—Legis. 46-35, dated, Bangalore, 20th November 1935.

The following draft rules which the Government propose to make in exercise of the powers conferred upon them by Section 11 of the Mysore Motor Vehicles Regulation, 1928, and Sections 5 and 23 (3) of the Mysore Road Traffic and Taxes Regulation, 1935, regarding public service motor vehicles, are hereby published for the information of persons likely to be affected thereby and notice is hereby given that the said draft will be taken into consideration on or after the 13th of December 1935 and that any suggestions or objections which may be received from any person in respect of the said rules before the date aforesaid will be considered by Government.

From the date of coming into force of these rules, rules 27 to 30 B., both inclusive, of the Motor Vehicles Rules, 1924, issued with notification No. P. 3015—Legis 21-22-10, dated 12th December 1924, as amended from time to time shall be of no effect.

By Order,
M. VENKATESA IYENGAR,
Secretary to Government,
General Department.

RULES REGARDING PUBLIC SERVICE MOTOR VEHICLES.

Rules applicable to all classes of such vehicles.

Permits for public service motor vehicles.

1. No person shall drive nor shall any registered owner allow to be driven on any public road a public service motor vehicle unless—

(*a*) a permit has been issued by the authority empowered under these rules in respect of such vehicle in form 1, or form 2, or form 3 or form 4 of Appendix as the case may be or

(*b*) a valid permit issued by some other authority in respect of such vehicle has been endorsed by the competent authority, and

(59

(c) the vehicle complies in all respects with the registration certificate, the permit and the provisions of these rules,

provided that no person shall be liable for a breach of this rule in respect of any public service motor vehicle which is being taken from one place to another for the purpose of registration or of being repaired so long as it is not carrying passengers or goods for hire or reward.

Classes of permits.

2. (i) Permits for public service motor vehicles shall be of the following classes :—

(i) Ordinary permits.
(ii) Short-term permits.
(iii) Special permits.

(ii) Ordinary permits shall enable the holder to let or ply his vehicle for hire for the carriage of passengers or goods as the case may be as part of a regular service.

(iii) With a view to enabling vehicles to be used temporarily for periods of a limited duration during feasts, fairs and other such like special occasions or for the purposes of a seasonal business, short-term permits may be granted for periods not exceeding one month at a time or three months in the aggregate during an official year.

(iv) Special permits shall entitle the holder to use the vehicle for the carriage of persons or goods or persons and goods for hire or reward for a casual outward and home journey or for the purpose of the execution of a particular piece of work. The duration of such permits shall not exceed the period of 15 days in any quarter.

Applications for permits.

3. (i) Applications for ordinary, short-term and special permits for the use of the vehicle within the limits of a district shall be made to the District Magistrate of the District.

(ii) Applications for ordinary, short-term and special permits for the use of the vehicle in more than one district shall be made to the District Magistrate of the District in which the owner resides or carries on the business in respect of which the vehicle is used.

(iii) Applications for permission from persons not residing in Mysore and not falling in the sub-clauses (i) and (ii) above shall be made to the District Magistrate of the district, through the limits of which such vehicle has to pass first immediately on its entering the limits of the State.

Special conditions of the permit.

4. The authority empowered by these rules to grant permits may attach to such permits such additional special conditions as it may think fit with respect to the matters to which it is required to have regard under the Regulations and these rules and in particular in regard to the time-table and frequency of the service, picking up and setting down of passengers along the whole route or part thereof, fares or rates to be charged or the class of goods to be carried. The said conditions may be varied by such authority from time to time at its discretion. These special conditions shall be binding on the permit-holders as though they were conditions prescribed under the rules.

Suspension and cancellation of permits.

5. (i) The permit referred to in rule 1 may be refused or if it has already been granted, or endorsed, may at any time be suspended or revoked by the authority by whom it was so granted or endorsed if, having regard to the conduct of the applicant or the holder of the permit, as the case may be, or to the manner in which the vehicle is being used it appears to the authority that he is not a fit person to hold such a permit.

(ii) Every permit issued or endorsed under these rules is also liable to cancellation or suspension by the Board or the officer granting the permit as the case may be in the following circumstances :—

(*a*) In the event of an offence against the provisions of the Mysore Motor Vehicles Regulation and the Mysore Road Traffic and Taxes Regulation or of a breach of these rules committed by the holder of the permit or committed in respect of public service motor vehicles authorised to ply under such permit, or

(*b*) In the event of failure, without reasonable cause, on the part of the holder of such permit to operate a public service motor vehicle under the terms of such permit,

Provided that the said revocation or cancellation shall not be made unless the authority empowered to make it is, after giving the person an opportunity of being heard, satisfied that the permit should be revoked or cancelled.

6. The permit-holder shall, immediately on service of the order of the said cancellation or suspension of the permit, return the said permit and any other disc or token

issued in connection therewith to the authority that originally issued the said permit and the disc or token.

The permit to be carried on the vehicle.

7. The permit granted to a public service motor vehicle shall, except when it has been sent to the authority granting it for renewal or alteration or on a requisition by such authority be carried by the driver of the vehicle whenever it is in motion and shall be open to inspection by any Magistrate, Police Officer or an Inspector of motor vehicles appointed under rule 12 or any officer of the Board duly empowered in this behalf. Such officer shall have power to stop the vehicle for the purpose of such inspection.

Transfer of permits.

8. (i) Every permit granted under these rules is in respect of the particular vehicle and the owner of it authorised to operate it. Such permit shall not be capable of being transferred or assigned and shall lapse if the said owner sells, transfers, parts in any other way with the vehicle in favour of any other person.

(ii) In the event of the death of the permit-holder, the authority empowered to grant permits may, in its discretion, authorise the transfer of the permits to his legal heirs. A fee of Rs. 100 shall be payable on every such transfer.

Issue of duplicate permit.

9. On sufficient cause being shown, it shall be open to the officer issuing the permit to grant a copy of it on payment of a fee of Rs. 5. Such permit shall be clearly marked with the word 'Copy' written in red ink across the permit.

Validity of permits.

10. Subject to the conditions prescribed in these rules and the special conditions prescribed in the permit,

(*a*) an ordinary permit shall be valid for the route or the area specified in the said permit and shall, if not otherwise suspended or cancelled under these rules, be valid till the end of the official year unless any other period is specified in the said permit.

(*b*) A short-term or a special permit shall be valid for the route or the area for the period specified in such permits.

Insurance against third party risks.

11. (i) Subject to such exceptions as may be made by Government from time to time in respect of any class of vehicles no permit shall be issued in respect of any

public service motor vehicle unless the registered owner :—

(*a*) has taken out an insurance policy to cover risks to passengers and third parties arising out of the use of the said public service motor vehicle for the duration of the permit, and

(*b*) produces a receipt for the premium paid in respect of such policy to an insurance company approved by the Government in this behalf by notification in the official Gazette.

(ii) No person shall drive nor shall any registered owner allow to be driven in any public place any public service vehicle in respect of which the insurance policy as aforesaid shall for any cause have ceased to be in force.

This rule will come to force in each District or area on and from a date to be notified by the Government in the official Gazette in this behalf.

(iii) No insurance policy specified in Rule 11 (i) shall be transferred from one registered owner to another save with the approval of the authority granting the permit in respect of the vehicle. The fact of the transfer shall be endorsed by the authority upon the insurance policy. For every such transfer and endorsement a fee of Rs. 5 shall be levied.

Inspection of public service motor vehicles.

12. (i) The Board may by general or special order call upon the registered owner of any public service motor vehicle to produce the said vehicle for inspection by such person and at such time and place as it may specify and the registered owner shall be bound to comply with any such order.

(ii) The Board may by general or special order specify the inspecting authority by whom the permit of any public service vehicle may be summarily suspended pending the execution of repairs to the said vehicle and the said inspecting authority may at any time suspend any such permit and shall in that event take the said permit into his possession and give to the registered owner a receipt for the same and a statement in writing of the reasons for suspension and of the repairs that must be carried out before the said permit may be restored.

(iii) Upon the completion of the repairs required by the inspecting authority under the foregoing rule, the registered owner shall be entitled to call upon the inspecting authority to inspect the vehicle within seven days and

(63

shall in that event be bound to produce the said vehicle for inspection at any reasonable time and at any place specified by the inspecting authority.

(iv) No person shall attach any trailer to any public service motor vehicle carrying persons when in use as such, nor shall any person drive any such vehicle to which a trailer is attached, except under the written permission of the authority granting the permit. Trailers.

13. No driver, conductor or other person in charge of or employed upon any public service vehicle shall, when acting as such, General duties of drivers and conductors.

(*a*) cause or allow any person to be or be seated or anything to be placed within the space reserved or intended for the accommodation of the driver or otherwise in such a way as to hamper or interfere with the driver in his control of the vehicle;

(*b*) when both goods and passengers are carried on any such vehicle, cause or allow goods to be loaded or any passenger to be carried in such a way that any passenger is without reasonable seating accommodation;

(*c*) save as may otherwise be provided by or under any general or special rule made by competent authority cause or allow any such vehicle to be loaded with passengers beyond the registered seating capacity or with luggage or goods in excess of the amount specified in the registration certificate, or permit as the case may be;

(*d*) cause or allow any such vehicle to stand, or loiter with any such vehicle, for the purpose of obtaining passengers save as may be directed by competent authority;

(*e*) wrongfully obstruct or attempt to obstruct the driver, conductor or other person in charge of any other public service vehicle in the transaction of his business;

(*f*) refuse without good cause to carry any person who tenders a proper fare;

(*g*) require without good cause any person who has paid any fare to alight before the completion of the journey in respect of which the said fare shall have been paid, or

(*h*) in the case of a motor bus cause or allow anything to be placed in the gangway of the said bus in such a manner as to obstruct the entry or exit;

(*i*) behave in an incivil and disorderly manner;

(*j*) smoke in or on a vehicle during a journey or when it has passengers on board;

(*k*) fail to take all reasonable precautions to ensure the safety of passengers in or on or entering or alighting from the vehicle ;

(*l*) wilfully deceive or refuse to inform any passenger or intending passenger as to the destination or route of the vehicle or as to the fare for any journey ;

(*m*) if requested by any police constable or other person having reasonable cause, fail to give particulars of his permit, his name and the name and address of the person by whom he is employed ;

(*n*) not at any reasonable time, obstruct or neglect to give all reasonable information and assistance to any person having authority to examine the vehicle.

14. A driver, when acting as such, shall not when the vehicle is in motion enter into conversation with the conductor or any other person.

Precautions against infection.

15. No registered owner, no driver and no conductor or other person in charge of a public service motor vehicle shall place or carry or permit to be placed or carried on such a vehicle any person whom he knows or has reason to believe to be suffering from infectious or contagious disease, or the corpse of any person whom he knows or has reason to believe to have been suffering from any such disease, save under the written authority of a medical officer in the service of the Government, of and above the rank of a Sub-Assistant Surgeon or a medical practitioner approved by the Board in this behalf ; and in the event of his carrying such a person or such a corpse, he shall not thereafter use the said vehicle for any purpose until it has been disinfected to the satisfaction of the medical officer or a medical practitioner approved as aforesaid.

Cleanliness and repair.

16. The registered owner and other person in charge of a public service motor vehicle shall maintain the furniture and fittings of the said vehicle in a reasonable state of cleanliness and repair.

Lost property.

17. The conductor or other person in charge of a public service vehicle shall take possession of any property accidentally left therein, and within twenty-four hours take or send the property or written information of the finding of such property to the nearest police station.

18. Every public service motor vehicle shall be driven only by a person certified by the licensing

(63

shall in that event be bound to produce the said vehicle for inspection at any reasonable time and at any place specified by the inspecting authority.

Trailers.

(iv) No person shall attach any trailer to any public service motor vehicle carrying persons when in use as such, nor shall any person drive any such vehicle to which a trailer is attached, except under the written permission of the authority granting the permit.

General duties of drivers and conductors.

13. No driver, conductor or other person in charge of or employed upon any public service vehicle shall, when acting as such,

(*a*) cause or allow any person to be or be seated or anything to be placed within the space reserved or intended for the accommodation of the driver or otherwise in such a way as to hamper or interfere with the driver in his control of the vehicle ;

(*b*) when both goods and passengers are carried on any such vehicle, cause or allow goods to be loaded or any passenger to be carried in such a way that any passenger is without reasonable seating accommodation ;

(*c*) save as may otherwise be provided by or under any general or special rule made by competent authority cause or allow any such vehicle to be loaded with passengers beyond the registered seating capacity or with luggage or goods in excess of the amount specified in the registration certificate, or permit as the case may be ;

(*d*) cause or allow any such vehicle to stand, or loiter with any such vehicle, for the purpose of obtaining passengers save as may be directed by competent authority ;

(*e*) wrongfully obstruct or attempt to obstruct the driver, conductor or other person in charge of any other public service vehicle in the transaction of his business ;

(*f*) refuse without good cause to carry any person who tenders a proper fare ;

(*g*) require without good cause any person who has paid any fare to alight before the completion of the journey in respect of which the said fare shall have been paid, or

(*h*) in the case of a motor bus cause or allow anything to be placed in the gangway of the said bus in such a manner as to obstruct the entry or exit ;

(*i*) behave in an incivil and disorderly manner ;

(*j*) smoke in or on a vehicle during a journey or when it has passengers on board ;

authority to drive that particular class or type of public service vehicles.

Irregular carriage of passengers or goods.

19. (*a*) No driver or other person in charge of a public service motor vehicle shall permit any passenger to ride on the roof or on the running board or on any outside portion of the said vehicle; nor shall such driver or other person load or permit to be loaded goods upon the said vehicle in such a way as to protrude beyond the said vehicle to the danger of other traffic or persons on or beside the road.

(*b*) No driver or other person in charge of a public service motor vehicle shall load or permit to be loaded such motor vehicle in such a way that the total height of the vehicle and its load exceeds ten feet from the surface on which the motor vehicle rests.

Damage to roads.

20. (*a*) Every owner of a public service motor vehicle and every driver and conductor of such a vehicle shall report to the District Magistrate any damage caused to the road by the vehicle, which will or is likely to endanger public safety.

(*b*) The owner of every such public service motor vehicle shall be liable for any damage beyond ordinary wear and tear, caused wilfully or negligently by the motor vehicle, to culverts, bridges or any other property appertaining to roads. If the cost of such damage is not paid to the Executive Engineer in charge of the property damaged, upon demand, the District Magistrate on being satisfied that the demand is proper may suspend the permit until the amount demanded or such amount as he may deem proper is paid.

Records to be maintained.

21. The registered owner, the driver and the conductor of every public service motor vehicle shall maintain such records relating to the trips done by the vehicle as may by a general or special order be prescribed from time to time by the Board or the District Magistrate. These records shall be open to inspection by officers authorised in this behalf by the Board or the District Magistrate.

Duties and powers of the Traffic Board and District Magistrate.

22. The Traffic Board shall, subject to the general direction and control of Government, be the central authority in all matters connected with the regulation, control and licensing of public service motor vehicles. The District Magistrates shall be responsible for

enforcing, within their respective jurisdiction, the Regulation, the rules and instructions issued from time to time in this behalf.

RULES APPLICABLE TO MOTOR BUS SERVICES.

Classification of routes.

23. (i) For the purposes of permits for motor bus services, the Board shall grade all routes in the State in two classes, hereinafter described as "Through routes" and "Local routes" respectively.

(ii) In classifying the routes in the manner described in the foregoing rule, the Board shall be guided by the following considerations, that is to say,—

(*a*) The importance of the route as a main through route common to two or more districts or common to one district or more and a neighbouring British Indian Province,

(*b*) whether the route is one running close and parallel to the Railway and whether the motor bus services on these roads compete with Railways in respect of traffic,

(*c*) the importance and volume of traffic likely to be carried on each route,

(*d*) the necessity for the development of the route and for the provision of facilities for public service motor traffic on the route.

(iii) (*a*) Important routes which are common to two or more districts or to one district and a neighbouring British Indian Province and those the traffic on which compete with Railways may be graded as Through Routes.

(*b*) Important routes local to a district or lying wholly within a district other than those forming part of Through Routes may be graded as Local Routes.

The Board to fix number of service of motor bus.

24. (i) The Board shall, in the case of both through and local routes, prescribe the maximum number of motor bus services for which permits may be issued in each route, taking into account the volume of traffic on that route and the facilities required for that traffic. In fixing the number of services, the Board shall be guided by considerations set forth in Sub-section 2 of Section 5 of the Road Traffic and Taxes Regulation.

(ii) On important Through and Local routes, the Board may, in its discretion, fix the number of services in

such a manner as to make some provision for maintaining healthy competition in respect of the efficiency of the services generally and of the facilities and convenience provided to the passengers by such services.

25. The Board shall, within the limits of the maxima and minima fares to be prescribed by the Government in this behalf from time to time, fix the fares that are to be charged by the motor bus services for the carriage of passengers in each area.

The District Magistrate—the authority to issue permits.

26. Subject to such exceptions as may be made by the Traffic Board from time to time, permits for all public service motor vehicles shall be granted by the District Magistrates in accordance with these rules.

Selection of permit-holders.

27. (i) Permit-holders for regular motor bus services on through routes shall be selected by the Board and their names intimated to the District Magistrate or Magistrates concerned. The letter intimating the selection of the permit-holders shall specify the time-table fixed for the running of the motor bus services, the special conditions, if any, to be attached to the permit and the District Magistrate by whom the permit is to be issued. The District Magistrate thus authorised shall, on collection of the service tax and the mileage cess for the entire route, grant the permit for the service.

(ii) Selection of persons for operating regular motor bus services on local routes will be made by the District Magistrates concerned subject to the number and frequency of such services prescribed for each road by the Board and to the conditions and qualifications prescribed in these rules for the operators of such services and subject to such further supplementary instructions as may be issued by the Board from time to time in this behalf.

Time-tables for motor bus services.

28. The time-table for the running of motor bus services on Local Routes shall be fixed by the District Magistrates taking into consideration the schedule of timings fixed for services on Through Routes by the Board.

29. (i) The Board and the District Magistrate shall arrange for the provision of adequate motor bus service on all roads.

(ii) The previous sanction of Government shall be obtained if the provision of such services on any Local

Routes involves, on account of its unremunerative character, the payment of a subsidy or any other reduction in the rate of taxes.

SELECTION OF PERMIT-HOLDERS.

Qualifications for permit-holders.

30. In the selection of permit-holders for operating motor bus services, the authority concerned should have regard to the following matters, that is to say :—

(i) Persons selected must be of sufficient substance to manage the services efficiently. In those cases in which the authority empowered to grant permits considers it necessary, it may insist on the permit-holders making a deposit not exceeding Rs. 1,000 for each service. These deposits may, under the orders of the Board, be forfeited or otherwise drawn upon when the permit-holder fails to provide regular and efficient service or in cases of breach of rules and conditions of the permit.

(ii) Permit-holders shall maintain, on a scale fixed by the Board, additional vehicles as spares for the running of relief services in cases of break-down of the vehicles used on the regular service or in other emergencies.

(iii) For services other than inter-provincial services, preference should be given to the subjects of His Highness the Maharaja by birth or domicile.

(iv) Other things being equal, preference should be given to the existing permit-holders as against new-comers.

(v) Preference should be given to permit-holders who have made an adequate provision for running repairs and for garage accommodation.

(vi) In the selection of permit-holders for services on through and local routes, preference should be given to those who are prepared to provide services on unremunerative local routes acting as feeders to important Through and Local Routes.

THE SYSTEM OF SELECTION OF PERMIT-HOLDERS.

Monopoly for the Railway Department on roads competing with Railways.

31. (1) The State Railway Department, may, at the discretion of the Board, be granted a permit for the exclusive provision of motor bus services on roads declared

as competing with the Railways in respect of traffic. The grant of the monopoly to the Railway Department on such roads shall be subject to the following conditions, that is to say :—

(i) The previous sanction of the Government shall be obtained for the grant of the monopoly.

(ii) The monopoly shall be in respect of roads competing with Railways running parallel and close to the Railway.

(iii) The motor bus services provided by the Railways shall be subject to all the rules and regulations applicable to other such services.

(iv) The Railway Department shall provide on these routes the number of services with the frequency and to the schedule of timings approved by the Board.

(v) The monopoly shall not apply in respect of the portions of such roads as form part of the route which other motor bus services have to traverse when plying between places lying outside the said road competing with Railways, or between a place on such road and a place outside such road or between two places situated on such road, but connected by a road other than the said road competing with the Railways. Permits may be granted for services on such portions of the said road competing with Railways, subject to such special conditions with regard to fares, picking up and setting down of passengers in the portions forming part of the said road, as the Board may think fit to impose from time to time.

Special conditions attached to permits for permit-holders other than Railways on roads competing with Railways.

32. (i) When on such roads the Railway Department is not granted the exclusive option of providing motor bus services, permits for bus services may be granted to other persons.

(ii) The Board may attach to permits granted on such roads to persons other than the Railway Department, such other conditions as they may think fit for securing that—

(*a*) the fares shall not be unreasonable ;

(*b*) where desirable in the public interest the fares shall be so fixed as to prevent wasteful competition with the Railway along the route or any part thereof or in proximity thereto.

(*c*) the time-table fixed for the motor bus services may be such as to allow a reasonable interval of time

between the timings of trains and between those of the motor buses.

(*d*) that unnecessary and wasteful competition is avoided.

33. Permit-holders for the provision of motor bus services on all other roads may be selected by the prescribed authority by a process of selection from amongst suitable applicants.

Applications for permits.

34. (i) Subject to such exceptions as the Board may make from time to time, the Board in the case of Through Routes and the District Magistrates in the case of Local Routes, shall call for applications by a notice published in the Official Gazette.

(ii) Every person desirous of obtaining a permit under these rules shall present a written application to the District Magistrate indicated in Rule 3 above.

The District Magistrate shall refer applications for permits on Through Routes to the Board with such recommendations as he may deem fit to make.

35. Every such application shall contain particulars of the type or types of vehicles to be used, and of the service proposed to be operated and the Board may, for the purpose of such applications, prescribe a form of application for the entry of such other particulars as may in their opinion be required.

Monopoly of services on Roads other than those competing with Railways.

36. It shall be competent for the Board to grant a monopoly for the provision of motor bus services on any route other than that declared as competitive with Railway routes referred to in Rule 31 *supra*, subject to the following conditions, that is to say :—

(i) The previous sanction of the Government shall be obtained in each case.

(ii) The mode of selecting the person and the sum of money that is to be paid by him for the grant of monopoly shall be as approved by the Government and may include selection by means of public auction or tender.

(iii) The period for which the monopoly is to be in force shall be as fixed by the Government in each case.

(iv) The monopoly granted may be summarily suspended or revoked or terminated at any time on a month's notice if the person holding the monopoly fails

(71

to act up to the conditions on which the monopoly is granted or fails to provide efficient, regular and satisfactory service or for breach of rules or conditions prescribed or for any other cause or failure deemed sufficient by the Board :

Provided that the said monopoly shall not be revoked or terminated unless the Board is satisfied after giving the person concerned an opportunity of being heard that the permit should be revoked or terminated.

(v) The decision of the Board in this matter and also with regard to the refund or otherwise of any portion of the sum paid for the monopoly shall be final.

(vi) The holder of a monopoly shall provide motor bus services to the timings and frequency prescribed by the Board from time to time. He shall also be subject to the rules and regulations applicable to bus services generally, under these rules and under orders that may be issued form time to time.

Short-term Permits.

37. (i) Short-term permits for motor buses for casual trips or during feasts, fairs and other such like special occasions of a duration not exceeding seven days may be granted by the District Magistrates on all roads within the limits of their District except those on which a monopoly has been given to the Railway Department or any other person.

(ii) Such permits for periods exceeding seven days shall be granted by the same authority in the same manner and subject to the same conditions as those prescribed under these rules for the grant of ordinary permits for regular motor bus services on such roads.

(iii) In granting short-term permits referred to in sub-rule (i) and (ii) above for motor bus services during feasts, fairs and other such like special occasions on roads declared to be competing with Railways in respect of their traffic, the authority shall take into consideration the additional train services provided by the Railway Department and grant permits only to the extent necessary to supplement Railway Services in the public interest.

(iv) In the selection of the said short-term permit holders preference may be given to those who hold permits for providing regular motor bus services on such routes.

(v) The fares to be charged by such short-term permit services shall not be less than those prescribed for regular services on the route

MOTOR BUSES—Drivers and Conductors.

Conduct or of Motor buses.

38. Every motor bus shall, besides a driver carry a conductor whose duty shall, in addition to any specially mentioned, be to attend on the passengers and to see to the fulfilment of these and the Motor Vehicles Rules in all cases where the driver is not held responsible according to law.

39. No person under the age of eighteen years shall act as a conductor of a motor bus in any public place.

40. (i) No person shall act as a conductor of a motor bus unless he has a written authority in the form hereinafter mentioned signed by the proprietor and countersigned by the licensing authority.

(ii) The written authority shall be in the form prescribed for the purpose and shall be obtained from the District Magistrate on payment of a fee of 1 Rupee. A photograph of the conductor shall be affixed to the space provided for the purpose in the said form and it shall be sealed in such a way as to prevent fraudulent substitution.

(iii) Where for any reason, the countersignature of the District Magistrate to the written authority referred to in sub-rule (i) cannot be obtained on the day it is submitted to him for the purpose, the proprietor of the motor bus may issue to the person to whom such written authority relates, a temporary written authority counter-signed by any Police Officer not below the rank of Inspector or any Bus Inspector. Such officer shall not countersign the temporary written authority unless he is satisfied that the written authority referred to in sub-rule (i) has been submitted to the licensing authority and could not be received back after countersignature on the day it was so submitted. Such temporary written authority shall, subject to the condition contained in sub-rule (iv), entitle the person to whom it relates to act as a conductor until the written authority submitted to the District Magistrate for countersignature is received back.

(iv) The conductor shall always retain the written authority referred to in sub-rule (ii) or (iii) with him while on duty and shall exhibit it on demand to any police officer or to any Magistrate or to any officer or the Board.

(v) A court by which a conductor is convicted of an offence against the provisions of the Mysore Motor Vehicles Regulation, 1914, the Road Traffic and Taxes Regulation, 1935, or the rules made thereunder shall cause particulars of the conviction to be endorsed in the said authority.

A conductor's authority granted in accordance with any rule in force for the time being in any part of the Madras Presidency shall be valid in Mysore until the date of its expiry.

Duties of motor bus conductors.

41. A conductor of a motor bus when acting as such,

(*a*) shall not when the vehicle is in motion distract the driver's attention without reasonable cause or speak to him unless it is necessary to do so in order to give directions as to the stopping of the vehicle;

(*b*) shall take all reasonable precautions to ensure that every means provided for indicating the route, fares and destination of the vehicle are clearly and correctly displayed.

Duties of drivers.

42. A driver of a motor bus when acting as such,

(*a*) shall, when picking up or setting down passengers, stop the vehicle as close as may be to the left or near side of the road;

(*b*) shall not cause the vehicle to remain stationary on a road longer than is reasonably necessary to pick up or set down passengers except at a stand or place where such vehicles are permitted to stop for a longer time than is necessary for that purpose.

43. A conductor of a motor bus, when acting as such, shall not, except for sufficient reason, by failing to signal to the driver to start, cause the vehicle to remain stationary on a road longer than is reasonably necessary to pick up or set down passengers except at a stand or place where the vehicle is permitted to stop for a longer time than is necessary for that purpose.

Dress for conductors and drivers.

43. Every driver and conductor of a motor bus shall be properly dressed, while on duty in clean uniform of the following description:—

Drivers.—Khaki trousers or shorts and Khaki closed coats with five buttons and a cap or turban.

Conductors.—Khaki shirts or coats, Khaki shorts and cap.

Driver's badge.

44. The driver of a bus shall wear in a conspicuous place on his left breast a numbered badge supplied to him by the District Superintendent of Police on payment of a fee of Re. 1.

45. The proprietor shall surrender such badge on the permit for the vehicle being suspended or cancelled or becoming time-expired. If the badge is lost or not returned, the proprietor shall be liable to pay a charge of one rupee to the District Superintendent of Police.

Hours on duty of drivers.

46. No person shall drive or cause or permit any person employed by him or subject to his orders to drive a motor bus (i) for any continuous period of more than six hours or (ii) for continuous periods amounting in the aggregate to more than 11 hours in any period of 24 hours calculated from midnight, or (iii) so that the driver has not at least ten consecutive hours for rest in any period of 24 hours calculated from the commencement of any period of driving.

47. Every motor bus plying for hire shall run in accordance with such schedule of timings as may from time to time be prescribed by the authority granting the permit. If, at any time, owing to an accident or other cause, the vehicle does not run on any day or runs more than three hours late on any day, a report shall forthwith be made to the District Magistrate or such other authority as may be fixed by the Board from time to time.

Closing of roads and bridges to motor traffic.

48. No permit issued under these rules shall entitle the permit-holder to claim compensation for being prevented from using the motor vehicle on roads and bridges which, during the currency of the permit, may be ordered by a duly constituted authority to be closed to motor traffic for repairs or for other purposes.

Rules to carry boards exhibiting place of destination.

49. (i). In the case of every motor bus, the name of the place of destination of the vehicle for the particular

trip shall be exhibited on boards in conspicuous places to the front and rear of the vehicle.

(ii) such name shall be :—

(*a*) in English and in Kannada ;

(*b*) painted on black ground in white letters not less than 2 inches high and of proportionate thickness ;

(*c*) clearly visible and unobstructed by car equipment or otherwise ; and

(*d*) illuminated by a white light or lights so constructed and placed and so efficient as to render the letters easily distinguishable between half an hour after sunset and half an hour before sunrise.

(iii) (*a*) The conductor of the bus shall be held responsible for the observance of this rule.

(*b*) The liability of the registered owner of the vehicle for the breach of this rule shall, when he is not in the vehicle at the time of the breach, be confined to non-provision of the boards and lights and of the articles and oil necessary for the lighting of such lights.

Use of motor bus for private purposes.

50. (i) No motor bus in respect of which a permit has been obtained shall be employed for private purposes within the area or areas to which such permit or such permits relate, without a special permit in Forms annexed to these rules and except in accordance with the conditions specified therein. The said permit shall be granted by the authority which granted the original permit.

(ii) Even when a motor bus is used for private purposes in any area for which it holds the permit, all the conditions except those relating to the carrying of passengers who tender proper fare shall apply to it.

(iii) When the motor vehicle passes into any area for which no permit has been obtained and is in use in such area for private purposes only, the conditions of the permit shall not apply thereto and the certificate of registration granted to the vehicle shall be sufficient.

(iv) In every case in which a motor bus is performing a casual journey for private purposes, it shall exhibit a board or placard bearing the word "Private" painted in English in letters at least 6 inches long on a red background.

Explanation.—In this rule, the term "private purposes" means the use of the vehicle by the owner thereof for purpose *bona fide* personal and not the use of the vehicle for the carriage of any person or persons for hire or reward.

Rules relating to Motor Cabs.

Permits for motor cabs to authorise their use as contract carriage.

51. (i) Permits for a motor cab shall, subject to such exceptions as may be made by the Board in this behalf, entitle the permit holder or the person in charge of the vehicle to use it only as a contract carriage, that is to say, 'a carriage carrying passengers for hire or reward under a contract expressed or implied for the use of the vehicle as a whole at or for a fixed or agreed rate or sum and not as a vehicle carrying passengers for hire or reward at separate fares, stage by stage and stopping to pick up or set down passengers.

52. Permits for motor cabs shall be issued by the District Magistrate of the District in which the permit holder resides or in which the offices of the business in respect of which the vehicle is used are situated.

Rates for hire or detention in city areas.

53. The Board may by a notification in this behalf fix the rates for the fare or hire or detention of any motor cab let or plied for hire within the limits of a City Municipality.

Provided that nothing in these rules shall prevent the owner of such a motor cab from entering into a contract to let his motor cab for periods of not less than a full day or for trips of more than five miles beyond the municipal limits of the said City at charges agreed upon between him and the hirer.

Motor cabs at cab stands in cities.

54. The drivers of motor cabs at motor cab stands in the limits of a City shall observe the following rules :—

(1) The Drivers of the first two motor-cabs on the stand must stay beside their cabs and must be ready to be hired at once by any person, provided that a hirer wishing to hire any particular cab on the stand may do so.

(2) All motor-cabs on the stand must move up as vacancies occur.

(3) No motor-cab engaged for some future time shall remain on the stand unless the driver is willing to accept any intermediate hiring that may be offered.

(4) No disabled motor-cab shall remain on the stand unless such disablement is strictly temporary, and can be and is remedied at once.

No driver of a motor-cab plying for hire in the limits of a City Municipality shall—

(*a*) be drunk during his employment;

(*b*) make use of insulting or abusive language or gesture;

(*c*) stand elsewhere than at some stand or other place appointed for the purpose or loiter for the purpose of being hired, in or upon any public street or road, or place;

(*d*) refuse to give way (when he reasonably and conveniently may do so) to any other vehicle;

(*e*) wilfully obstruct or hinder the driver of any other motor cab in taking up or setting down any person into or from such other motor cab;

(*f*) wrongfully prevent, or intend to prevent, the driver of any other motor cab from being hired;

(*g*) demand more than the proper fare to which he is legally entitled;

(*h*) before he has been discharged by the hirer, desert from the hiring;

(*i*) ply for hire with any motor cab which is at the time unfit for public use; or

(*j*) shout in order to attract the attention of the public or of a possible hirer or, for any other reason, act in such a way as to cause inconvenience or annoyance to the public.

Dress of drivers.

55. The drivers of motor cabs shall while on duty appear in clean uniform of the following description:—

Khaki trousers or shirts and Khaki closed coats with five buttons and a cap or turban.

Validity of permits for motor cabs.

56. Permits for motor cabs shall be valid throughout the State, except in the case of motor cabs for which short term or special permits are granted in which case they are valid in the area and for the period specified in such permits.

Rules Applicable to Public Service Motor Lorries.

Permits for motor lorries.

57. (1) Permits for public service motor lorries shall be granted by the District Magistrates in respect of lorries to be let or plied for hire or reward within the limits of his district,

(2) Applications for permits for lorries to let or ply for hire in more than one district shall be referred by the District Magistrate specified in rule 3 above to the Traffic Board and permits issued on the advice of the Board. The same procedure as that prescribed for the issue and grant of permits for motor bus services in Rule 27 above shall, in so far as it is applicable to motor lorries, be followed in this case also.

Liability of public service motor lorries to toll.

58. (i) The bridges and the roads specified in Schedule V of the Road Traffic and Taxes Regulation and bridges and roads to be constructed hereafter referred to in Section 20 of the said Regulation shall not be included in the area permitted for such lorries. Such lorries should pay tolls while passing toll-gates established on such roads or bridges.

(ii) The Board may, by notification in the Official Gazette, fix from time to time the roads competing with Railways on which lorries let or plied for hire shall be liable to tolls. On the issue of such a notification, motor lorries let or plied for hire shall be subject to tolls on such roads notwithstanding any condition to the contrary in the permit granted to the vehicle.

Validity of permits.

59-A. Ordinary permits for public service motor lorries shall cover casual outward and home journeys through any of the districts of the State subject to the followiug conditions :—

(i) In the area beyond that specified in the permit, the motor lorry shall be liable to tolls.

(ii) Such casual trips shall be done only when the motor lorry is let for hire to any person either on the outward or home journey as a contract carriage, that is, for an amount agreed or specified for the use of the vehicle as a whole for that journey.

(iii) The lorry shall not be let or plied for hire or reward for any purpose save that specified in sub-rule (ii) above in the area beyond that for which the lorry holds the permit.

59-B. Short-term and special permits shall be valid only for the routes or the area and for the period specified in such permits.

Special conditions on Railway competition roads.

60. The authority empowered to grant permits under these rules may attach to such permits special conditions it may deem necessary to prevent uneconomic or

wasteful competition on roads competing with Railways. Such special conditions may include, among other conditions, the following :—

(*a*) a condition that only specified classes of goods shall be carried on roads specified therein,

(*b*) a condition that specified classes of goods shall not be carried on such roads,

(*c*) a condition that rates lower than the amount specified shall not be charged on such routes.

Lorries not to carry passengers for hire or reward.

61. No motor lorry other than that for which a permit has been granted for the carriage of passengers and goods for hire or reward shall carry any passengers for hire or reward.

Rules applicable to lorries carrying passengers and goods.

62. To a motor lorry holding a permit for the carriage of passengers and of goods, all the rules applicable to a motor bus shall apply, in so far as its carriage of the said passengers is concerned and all the rates applicable to a motor lorry in so far as the carriage of goods for the said purpose is concerned.

Carriage of persons on a lorry.

63. No motor lorry let or plied for hire shall carry persons except as specified below, that is to say :—

(*a*) Not more than four persons including the driver shall normally be carried on a motor lorry.

(*b*) Such persons shall not be carried in any place on the motor lorry other than that set apart for the accommodation of persons.

(*c*) No persons other than the members of the family of the owner, or his workmen or labourers shall be so carried.

(*d*) In those cases in which it is, on account of the nature of the particular business, necessary for a larger number to be taken by the motor lorry, a special written anthority authorising the driver to carry the specified number of people should be issued by the owner of the vehicle. This authority must be carried by the driver and be available for inspection by any Police Constable or other authorised officer.

(*e*) In cases referred to in the foregoing sub-rule, the owner of the vehicle shall make proper arrangements for the seating of the persons. Such persons shall not be seated on packages or goods loaded on the lorry.

(*f*) In all cases in which it is necessary for the permit-holder to carry more than four persons, otherwise

than casually as prescribed in sub-rules (*d*) and (*e*), the approval of the authority granting the permit shall be obtained. This approval shall be granted subject to such conditions, to be specified in the permit, as the said authority may deem fit to impose.

Rules Regarding Construction and Equipment of Motor Vehicles.

SPECIAL RULES APPLICABLE TO PUBLIC SERVICE MOTOR VEHICLES.

64. The steering arms and other connections shall be of ample strength and shall be adequately protected by front bumpers from damage by collision.

65. Carburettors or other petrol receptacles, unless they are suitably encased or screened, shall not be in close proximity to the magneto or to wires or other connections carrying electric current.

66. Except in electric batteries, no celluloid or xylonite shall be used inside or outside any public service motor vehicle.

67. When a guard-tray or under-shield is fixed beneath the engine and adjacent machinery, it shall be so constructed that no petrol shall be retained thereon.

68. All moving parts and all parts subject to severe vibration fixed or connected by bolts or studs and nuts must be fastened by lock nuts, or by nuts together with efficient spiring or locknut washers or by castellated nuts together with split pins or otherwise in such a manner as to prevent their working or becoming loose.

69. Subject to such exceptions as may be made by the Government from time to time, every motor bus shall, on and from a date to be notified in the Official Gazette in this behalf, be fitted with an efficient speed-governor of a pattern conforming to the general or special orders of the Government as notified from time to time in the Official Gazette, so designed and arranged as to prevent the motor bus from being driven on a level road at a rate of speed exceeding that at which the governor may be set, and capable of being sealed in such a way that its operation cannot be altered or adjusted so long as the seal remains unbroken.

70. The speed-governor fitted to every motor bus shall at all times be so set and sealed so as to prevent the said bus from being driven at a speed in excess of that prescribed in the Motor Vehicles Rules.

71. The following particulars shall be legibly painted or otherwise exhibited in a conspicuous place on every motor cab and motor bus, namely :—

(*a*) the registered laden weight;
(*b*) Do seating capacity;
(*c*) the maximum speed permissible;
(*d*) the name and address of the registered owner.

72. Suitable means approved by the Board for extinguishing a petrol fire shall be carried in such a position as to be readily available for use.

73. All wires carrying electric current shall be properly insulated and protected from injury and so placed that they cannot be a cause of danger.

74. Where acetylene or other gas is used to light the vehicle, the cylinders or vessels which contain the gas, or in which it is generated, shall be fixed outside in such a manner as in the opinion of the authority granting the permit to eliminate, as far as may reasonably be possible, the danger of accidental ignition.

75. Every public service vehicle shall be fitted with pneumatic tyres.

76. There shall be carried on every public service motor vehicle, spare tyres properly inflated on a rim or wheel, which can be quickly fitted to the vehicle, as follows :—

(i) On every motor cab and public service Motor Lorry.	Not less than one.
(ii) On every motor bus ...	Do two.

77. No public service motor vehicle shall be driven and controlled from the left hand side of the vehicle.

78. Upon every public service motor vehicle, sufficient room shall be reserved for the driver to allow him adequate and sufficient space for the performance of his duties and, in particular, in the case of motor bus the spare reserved shall be as follows namely :—

(1) the back of the driver's seat shall be not less than 13½ inches distant from the nearest point on the steering wheel;

(2) the width of the space reserved for the driver shall be measured from a line drawn through the centre of the steering column parallel with the axis of the vehicle and shall extend on the left to a point not less than 18 inches from that line and on the right to the extremity of the vehicle :

(3) this space shall be partitioned off upon the seat of the vehicle by a partition not less than nine inches high ; and

(4) within the space reserved for the driver as aforesaid, nothing shall be placed between the back of the driver's seat and the forward extremity of the space available.

79. In the case of a motor bus having a roof or hood the height measured at any point on the centre line of the vehicle from the top of the floor battons of the lower deck to the lower edge of the roof supports or hood-sticks or other such projections, shall not be less than four feet and six inches or more than six feet.

80. The overall width of a motor bus shall not exceed that of the rear wheel track by more than two feet and shall in no case exceed 7 feet 6 inches, nor shall the body project beyond the rear wheel track by more than one feet at either side.

81. In every motor bus, not less than 15 inches measured in a straight line along the length of the front of each seat shall be allowed for each passenger, and the seat shall be convenient and reasonably comfortable ; and

(*a*) when the seats are placed along the vehicle, the backs of the seats on one side shall be at least 54 inches from the backs of the seats on the other side of the vehicle ;

(*b*) when the seats are placed across the vehicle and are facing the same direction there shall be a clearer space of not less than 11 inches between the back of one seat and the front of the seat behind ; and

(*c*) When seats are placed across the vehicle and are facing each other, there shall be a clear space of not less than nineteen inches between the fronts of facing seats.

82. In every closed motor bus having entrance from the rear, there shall be a gangway along the centre, and

(83)

(*a*) Where seats are placed along the sides of the vehicle there shall be as gangway a clear space of not less than twenty-four inches measured between the fronts of the seats ; and

(*b*) Where seats are placed across the vehicle there shall be as gangway a clear space of not less than fourteen inches between the sides of the seats.

83. Every motor bus shall be provided with adequate means of ventilation when the main windows are closed.

84. Every motor bus shall be provided with efficient means to enable passengers to signal to or attract the attention of the driver or conductor.

85. Every motor bus shall be fitted with at least one top light to illuminate adequately the interior of the passenger compartment. Such light shall be under the control of the driver.

86. The body of every public service motor vehicle shall be so constructed as to satisfy the authority empowered to grant the permit of the strength of the construction.

Rules applicable to all motor lorries.

87. (*a*) Every motor lorry shall be fitted with an efficient speed governor of a pattern conforming to the general or special orders of Government as notified from time to time in the Official Gazette, so designed and arranged as to prevent the motor lorry from being driven on a level road at a speed in excess of that at which the governor may be set ; and capable of being sealed in such a way that its operation cannot be altered or adjusted so long as the seal remains unbroken.

(*b*) The speed governor fitted to a motor lorry shall at all times be so set and sealed as to prevent the motor lorry from being driven at a speed in excess of that prescribed of these rules.

88. The overall width of a motor lorry shall not exceed the track of the rear wheels by more than two feet or be more than seven feet and six inches whichever is less.

89. The length of a motor lorry shall not be more than twenty-seven feet and six inches in the case of a four-wheeled vehicle or more than thirty feet in the case of a rigid frame six wheeled vehicle,

Provided that if the motor lorry draws a trailer the weight of which is so partially imposed upon the motor lorry that the axle weight of the rear axle of the motor lorry exceeds the axle weight of the trailer, the length of the motor lorry and the said trailer together shall not be more than thirty-three feet.

90. The following particulars shall be legibly painted or otherwise exhibited in a conspicuous place upon every motor lorry, namely—

(*a*) The registered laden weight.
(*b*) The registered axle weight.
(*c*) The maximum speed permissible.
(*d*) The name and address of the registered owner.

APPEALS.

91. Any person who,

(*a*) being an applicant for the grant of or variation of the conditions attached to a permit is aggrieved by the decision of the authority empowered to grant permits on such application or by any special condition attached to the permit,

(*b*) being already the holder of an ordinary permit for the provision of motor bus services is aggrieved by the grant of additional permits on the road for new motor bus services,

(*c*) being the holder of a permit is aggrieved by the revocation or suspension thereof

may appeal to the Appellate Commission constituted under these rules.

92. The Appeal should be preferred within one month from the date of the Order appealed against, provided that the Appellate Commission may in cases in which it considers fit relax the time limit.

93. Either the Chairman of the Board or any Committee of three members of the Board specially appointed by the Chirman for this purpose shall constitute the Appellate Commission for the purpose of hearing any appeal preferred under the foregoing rule.

94. The Chairman of the Board may make rules governing the procedure of the Appellate Commission.

(85

Such rules may provide that an appellant shall be entitled to be heard in person in support of his appeal or by Counsel, Solicitor or Agent.

95. The Appellate Commission, when it consists of the Committee appointed by the Chairman, shall not exercise its jurisdiction unless by the full number of its members. The decision of the Appellate Commission in such cases shall be by majority.

96. The decision of the Appellate Commission shall be final.

APPENDIX I.

Page 1.

FORM 1.

Registration certificate in respect of a motor cab.

Registered number.

Brief description (*e.g.*, Chevrolet 5 seater tourer).

Name and address of registered owner.

1. *Signature and seal of registering authority.*

---

2. *Signature and seal of registering authority.*

---

3. *Signature and seal of registering authority.*

---

4. *Signature and seal of registering authority.*

(NOTE.—This will be bound in a cover and be about 8"×5" in size.)

Such rules may provide that an appellant shall be entitled to be heard in person in support of his appeal or by Counsel, Solicitor or Agent.

95. The Appellate Commission, when it consists of the Committee appointed by the Chairman, shall not exercise its jurisdiction unless by the full number of its members. The decision of the Appellate Commission in such cases shall be by majority.

96. The decision of the Appellate Commission shall be final.

(87

	Detailed description	*Page 2.*
1. Class of vehicle.		
2. Seating capacity excluding driver's seat.		
3. Maximum weight of luggage or goods that may be carried in addition to the full complement of passengers.	pounds.	

(NOTE.—Provided adequate seating accommodation remains, 140 lbs. of luggage or goods may be carried in respect of each seat not occupied by a passenger.)

4. Year of manufacture.

5. Number of cylinde s.

6. Chassis number.

7. Colour.

8. Description of tyres—

(*a*) Front wheels.

(*b*) Back wheels.

9. Unladen weight.

10. Description of taximeter if any.

11. Other remarks.

Signature and seal of registering authority.

ORDINARY PERMIT. *Page 3.*

Permit to ply for hire.

This motor cab is hereby permitted to ply for hire within the following limits. The permit is valid up to.....

Registered number of vehicle.

Signature and seal of District Magistrate,
.....*District.*

and within the following limits.

Signature and seal of District Magistrate,
.....*District.*

and within the following limits.

Signature and seal of District Magistrate,
.....*District.*

(89

Page 4.

Payment of fees and taxes for renewals.

Period for which dues have been paid and the certificate and permit are renewed.	Amount paid.	Signature and seal of registering authority with date.
Year/Quarter ending		

Page 5.

Notes regarding periodical inspection of vehicle and examination of taximeter, suspension etc., etc.

Page 6.

Special conditions attached to the permit.

Signature.

(91

Page 1.

APPENDIX

FORM NO. 2.

Registration certificate and permit in respect of a motor bus.

Registered number.
Brief description. (*e.g.*, Chevrolet 23 seater bus).
Name and address of registered owner.

1.

Signature and seal of registering authority.

2.

Signature and seal of registering authority.

3.

Signature and seal of registering authority.

4.

Signature and seal of registering authority.

(NOTE.—This will be bound in a cover and be about 8" and 5" in size.)

Page 2.

1. Description of vehicle and body.
2. Seating capacity excluding driver's and conductor's seat.
3. Maximum weight of luggage or goods that may be carried on the roof of the vehicle. pounds.
4. Maximum weight of luggage or goods that may be carried within the body of the vehicle in addition to the full complement of passengers. pounds.

(NOTE.—Provided seating accommodation is provided for the passengers on the vehicle, for every passenger less than the registered seating capacity 140 lbs. of luggage or goods may be carried.)

5. Year of manufacture.
6. Number of cylinders.
7. Chassis number.
8. Colour.
9. Description and size of tyres—
   (*a*) Front wheels.
   (*b*) Back wheels.
10. Unladen weight.
11. Registered laden weight.
12. Maximum speed permissible.
13. Description of speed governor.
14. Other remarks.

Signature and seal of registering authority.

Date.

(89

Page 4.

Payment of fees and taxes for renewals.

Period for which dues have been paid and the certificate and permit are renewed.	Amount paid.	Signature and seal of registering authority with date.
Year/Quarter ending		

(93

APPENDIX III—*contd.*

FORM 3.

Registration certificate in respect of a motor lorry.

Registered Number.

Brief description.

Name and address of registered owner.

1.

Signature and seal of registering authority.

2.

Signature and seal of registering authority.

3.

Signature and seal of registering authority.

4.

Signature and seal of registering authority.

(NOTE.—This will be bound in a cover and be about 8″ and 5″ in size.)

Page 2.

1. Description of vehicle and body.
2. Year of manufacture.
3. Number of cylinders.
4. Chassis number.
5. Colour.
6. Description and size of tyres—
   (*a*) Front wheels.
   (*b*) Back wheels.
7. Unladen weight.
8. Registered laden weight.
9. Maximum speed permissible.
10. Description of speed governor.
11. Other remarks.

Signature and seal of registering authority.

Date.

Payment of fees and taxes and renewal of certificate. *Page 3.*

Period for which dues have been paid and certificate is renewed	Amount paid	Signature and seal of registering authority

Exempted from tolls of Municipality.....

Page 4.

This motor lorry is permitted to let or ply for hire or reward within the following limits. This is valid up to.....

Signature of District Magistrate—District.

Exempted from tolls at all on Government toll-gates in the area other than special *ad-hoc* toll-gates and toll-gates noted below on Railway competition roads.

Page 5.

Re-periodical Inspection of vehicle.

Special conditions

Page 6.

District Magistrate.

(95

FORM No. 4.

Form of Short-term or Special permit for Motor Cabs and Motor Buses.

I, the District Magistrate of.....District hereby permit the letting or plying for hire of the motor cab—motor bus described below belonging to..... .....residing at ....whose head office is at..... ... subject to the following conditions.

2. This permit is valid for the road or roads or for the area specified below.

3. The permit is valid up to and inclusive of..... day of.....month.....year.

I. **Description of motor vehicle.**

II. **The Road or Roads and the area in which it is permitted to ply.**

III. **Special Conditions.**

IV. **Fees collected.**

FORM No. 5.

Form of permit for the use of a motor bus for private purposes within the area for which it holds an ordinary or short-term or special permit.

Under rule..... .....of Rules for public service motor vehicles, 1935, I do hereby authorise the employment for private purposes subject to the following conditions of motor vehicles No. ..... belonging to.....residing at.....for the purposes and on the dates specified below :—

(Here enter the purposes and dates.)

The motor vehicle shall be marked " private."

District Magistrate, ...*District*

Station..... ....

Date..... .....

Printed by the Superintendent at the Government Press, Bangalore.

S. IV. 15

GOVERNMENT OF HIS HIGHNESS THE MAHARAJA OF MYSORE

General and Revenue Secretariat

Dated, Bangalore, 11th Decr. 1935.

No. R.S.1648

From

M. VENKATESA IYENGAR, ESQ., M.A.,
Secretary to the Government of His Highness the Maharaja of Mysore
General Department.

To

The Secretary to the Hon'ble the Resident in Mysore,
Bangalore.

Sir,

Subject:- Reciprocal arrangements between the C & M. Station, Bangalore, and the Mysore Government in the matter of taxes and tolls on motor vehicles and cycles.

With reference to correspondence ending with your letter No. F.1176-35/R.O. II, dated 9th December 1935, on the above subject, I am directed to state that the Conference may be held on the 20th instant at 2 P.M. (9-30 A.M.) in the office of the Inspector General of Police, Cenotaph Road, Bangalore City.

The following officers have been selected by the Government to meet the C & M. Station representatives:-

(1) F. A. Hamilton, Esq., C.I.E.,
Inspector General of Police.

(2) H. V. Ramaswami, Esq., M.A., B.L.,
Deputy Commissioner, Bangalore District.

(3) M. Seshadri, Esq., M.A.,
Municipal Commissioner, Bangalore City Municipality.

(4) H. Rangachar, Esq., M.A.,
Officer on Special Duty.

I have the honour to be,
Sir,
Your most obedient servant,

M. Venkatesaiyengar

GENERAL SECRETARY TO GOVERNMENT.

OFFICE OF THE RESIDENT IN MYSORE
BANGALORE.
13 DEC. 1935
Regd. No. 11995
Pol. No. 1176/35

CSG:

S.N.14

3 drafts
Draft 1

98

Urgent
Issue

DEPARTMENT.

BRANCH.

File No.

Serial No.

Draft Letter / ~~Memorandum~~ / ~~Telegram~~

No.F.1176-35/R.O.II.

No. Dated 14-12- 1935

14.12

Class for telegrams: Ordinary / Express / Urgent* / Priority / Clear Line†

*Only for Foreign Telegrams.

†Not for Foreign Telegrams.

To be issued on

Issued on

1st Reminder

2nd Reminder

3rd Reminder

Heading :

Case or Diary No.

If post copy of telegram required

Date of despatch of above

List of enclosures

(Code word for telegrams.)

From

The Secretary to the Resident.

To

The General Secretary to the Government of Mysore.

Subject:- Concessions to Military personnel under the Mysore Road Traffic and Taxes Regulation.

Sir,

I am directed to forward for ~~favour of~~ The consideration of the Govt. of Mysore a copy of letter from Headquarters, Madras District, Bangalore, No.9744/8/Q., dated the 12th December 1935.

I have etc.,

14/12

Secretary to the Resident.

S.N.13

14/12

13/12/35.

T.N.T.
13-12-35

S. 5.
MGIPC—S1—158(Gen1)MFP—(M-1983)—3-5-34—50,000 Pads

14/12

S.N.16

(100

3 drafts
Draft III
Urgent
Issued 14.12.35

DEPARTMENT.

BRANCH.

File No.

Serial No.

Draft Letter ~~Memorandum~~ ~~Telegram~~ No.F.1176-35/R.O.II.

No. Dated 14-12-1935

Class for telegrams | Ordinary | Express | Urgent* | Priority | Clear Line† | *Only for Foreign Telegrams. †Not for Foreign Telegrams.

To be issued on | Issued on

1st Reminder

2nd Reminder

3rd Reminder

Heading :

Case or Diary No.

If post copy of telegram required

Date of despatch of above

List of enclosures

(Code word for telegrams.)

From

The Secretary to the Resident.

To

The President, Municipal Commission, C and M Station, Bangalore.

Subject:- Reciprocal arrangements between the C and M Station, Bangalore and the Mysore Government in the matter of taxes and tolls on motor vehicles and cycles.

Sir,

S.N.8
C.P.39 (1)

With reference to your letter No.9205/35, dated the 3rd December 1935, I am directed to say that the Government of Mysore have intimated that the Conference may be held on the 20th December 1935 at 9-30 A.M. in the office of the Inspector - General of Police, Cenotaph Road, Bangalore City.

S.N.13
C.P.97 (2)

2. The Government of Mysore have selected

S. 5.
MGIPC—S1—158(Gen1)MFP—(M·1988)—3-5-34—50,000 Pads.

101

selected the undermentioned officers to meet the representatives of the Civil and Military Station ~~of Bangalore~~:-

1. F.A.Hamilton,Esqr.,C.I.E.,
   Inspector General of Police.

2. H.V.Ramaswami, Esqr.,M.A.,B.L.,
   Deputy Commissioner, Bangalore
   District.

3. M.Seshadri,Esqr.,M.A.,
   Municipal Commissioner,
   Bangalore City,Bangalore.

4. H.Rangachar, Esqr.,M.A.,
   Officer on Special Duty.

I have etc.,

Secretary to the
Resident.

13/12/35

T.N.T.
13-12-35

S.M.17

102

OFFICE OF THE RESIDENT IN MYSORE,
BANGALORE.
17 DEC. 35
Regd No 12122
File No 1176/35

Immediate

BANGALORE
C & M
STATION
MUNICIPALITY

Office Hours:—
11 A.M. to 5 P.M.

Telephone No. 55.

Mayo Hall,

9205/35-

16th December 1935.

Dear Major Edwards,

Your official letter No.F.1176-35/R.O.II, dated the 14th December 1935 - Reciprocal arrangements between the C. & M. Station, Bangalore, and the Mysore Government in the matter of taxes and tolls on motor vehicles and cycles.

Mr. Brislee has instructed me to find out if the conference could be held at 2 P.M. on the 20th instead of at 9-30 A.M. as he has an engagement at 10 A.M. on that day in connection with the Trooping of Colours by the South Staffordshire Regiment. I should be grateful for an immediate reply.

Yours sincerely,

Major C. G. N. Edwards, I.A.,
Secretary to the Hon'ble the Resident
in Mysore,
BANGALORE.

S.N.18

103

D.O.No. F.1176-35
R.O.II

Bangalore,
17th December 1935.

Dear Mr. Srikantia Iyengar

S N 13
Ep 97
9(2)

Will you please refer to your official letter No.Pol. 648, dated the 12th December 1935 intimating that the Conference in regard to reciprocal arrangements between the Civil and Military Station, Bangalore, and the Mysore Government in the matter of taxes and tolls on motor vehicles and cycles may be held on the 20th December at 9.30 A.M.

I am desired to say that the ceremony of Trooping the Colour 2nd Battalion, the South Staffordshire Regiment is timed to take place on the 20th December at 10 A.M. and as it is very advisable that Mr. Brislee, President, Municipal Commission and Mr. Milton, Commissioner of Police should be able to attend the ceremony of the Trooping of the Colour, I am to enquire whether it would be possible to arrange for the Conference to take place at 2 P.M. instead of at 9.30 A.M. on that date.

the

(154

The favour of a very early reply is requested.

yours sincerely

S/C

17/12

for Major C.G.N. Edwards.

M. Venkatesa Iyengar, Esq., M.A.,
Secretary to the Government of
His Highness the Maharaja of Mysore,
General Department.

BJ

S.N.19 105

Immediate

Issued 17/12/35.

DEPARTMENT. File No.

BRANCH. Serial No.

D.O. No.F.1176-35/R.O.II.

Draft ~~Letter~~ ~~Memorandum~~ ~~Telegram~~

No. 4 Dated 17th December 1935.

Class for telegrams: Ordinary | Express | Urgent* | Priority | Clear Line†

*Only for Foreign Telegrams.

†Not for Foreign Telegrams.

To be issued on | Issued on

1st Reminder

2nd Reminder

3rd Reminder

Heading :

Case or Diary No.

If post copy of telegram required

Date of despatch of above

List of enclosures

(Code word for telegrams.)

S.N.17/C.P.102
9(d)

From

The ~~Asst.~~ Secretary to the Resident.

To

F.R.Brislee, Esqr., I.C.S.,

President, Municipal Commission, C and M Station, Bangalore.

D.O.

My dear Brislee,

Please refer to ~~your~~ the Chairman's ~~Secretary's~~ D.O.letter No.9205/35, dated the 16th December 1935 ~~regarding~~ regarding the Conference in ~~connection~~ connection with reciprocal arrangements between the C and M Station of Bangalore and the Mysore Government in the matter of taxes and tolls on motor vehicles and cycles.

The Government of Mysore have agreed to have the Conference at 2 P.M. instead of at 9-30 A.M. on the 20th December 1935.

Yours sincerely,

Tone

17/12

S. S.

MGIPG—81—207 (GPS) DCF—(M-260)—27-4-32—60,000 Pads.

17/12/35.

T.N.T.

17-12-35.

S.N 20

106

OFFICE OF THE RESIDENT IN MYSORE
BANGALORE.
17 DEC. 935
Regd. No. 12220
File. No. 1176/35

Mr. M. Venkatesa Iyengar, M.A.,
General Secretary to Government.

GENERAL AND REVENUE SECRETARIAT,

Dated Bangalore, 17th December 1935.

Done
17/12

D.O. Pol. 679

P.

Dear Major Edwards,

S N 18
P 103-106

With reference to D.O.No.F.1176-35/R.O.II dated 17th December 1935, regarding the time for the Conference in regard to reciprocal arrangements in the matter of motor vehicle taxes, fixed for the 20th instant, I am desired to state that the Conference may, as suggested by you, be held at 2 P.M. instead of at 9-30 A.M.

Yours sincerely,
M. Venkatesa Iyengar

Major C.G.N.Edwards, I.A.,
Secretary to the Hon'ble the
Resident in Mysore, BANGALORE.

Filed
T.N.T
14/12/35

S.N.21

107

BANGALORE C & M STATION MUNICIPALITY

Office Hours:—
11 A.M. to 5 P.M.

Telephone No. 55.

Mayo Hall,

No. 10094/35

Enc I

24th December 1935.

OFFICE OF THE RESIDENT IN MYSORE, BANGALORE
26 DEC. 1935
Regd. No. 12527
File No.

My dear Edwards.

Reciprocal arrangements between the C. & M. Station and the Mysore Government in the matter of taxes and tolls on motor vehicles - Your Official letter No.1176-35/R.O.II, dated the 15th November 1935.

I enclose a brief report of the discussion at the Conference between the representatives of the Civil and Military Station and those of the Mysore Government held in the Office of the Inspector General of Police, on Friday, the 20th December. I would especially invite your attention to para 2 of the report dealing with the difficult position in which the Municipal Commission are placed. The Station licenses expire on the 31st March 1936. No change in the rates of taxation can be effected before that date, even if the approval of the Municipal Commission and the sanction of the Local Government to the revised rates are obtained with all expedition. The best solution of the problem seems to me to continue the existing state of affairs until 31st March 1936. The Mysore representatives at the Conference were prepared to do so in the case of motor taxis, as the loss to their revenue would be

P.T.O.

108

negligible but so far as I can see they will not recommend the acceptance by the Mysore Government of our proposal in the cases of buses and lorries. I would request you to take up the question with the Mysore Government. The Darbar is certainly in a very advantageous position. They have a cut and dried scheme ready for operation while we in the Station cannot meet the situation arising out of it without going through the formalities prescribed by the Bangalore Municipal Law. I do not think the Mysore Government is justified in insisting on an immediate acceptance of their scheme. The Darbar would not lose revenue except in the case of buses if as is but equitable the difference i.e., between Mysore and Station rates were credited to the Station pending enhancement of the Station rates. If the Darbar takes the view that this difference in rates should be credited to them only there is one argument which you might urge in reply. The rate of tax in the Station on private cars (weighing 15 Cwts. and more) is Rs.45/-, while the rate under the new Regulation is only Rs.36/-. On the analogy of the Mysore claim to the difference between the 2 different rates we should be justified in collecting the difference between Rs.45/- and Rs.36/- from Mysore cars entering the Station. Hamilton stated at the Conference that the number of cars in Mysore was about 800. The revenue that would accrue to the Station if these cars

used

(109

used the Station roads will be about Rs. 7,200/- We might also fairly claim to levy tolls on lorries and buses and indeed any vehicles which are not to continue on the present basis of reciprocity. The representatives of the Civil and Military Station have generously desisted from making any claim on these heads. I feel that the Darbar ought to respond to this generous gesture on the part of the Station representatives and not enforce their rights to the letter. After all the revenue they might "lose" in a quarter will be well below Rs. 10,000/-.

Yours truly

Major C. G. N. Edwards, I.A.,
Secretary to the Hon'ble the
Resident in Mysore,
BANGALORE.

Confidential

The Conference between the representatives of the Mysore State and those of the Civil and Military Station was held at the Office of the Inspector General of Police, Mysore, at 2 P.M. on the 20th instant, and the following tentative agreement was arrived at with respect to the different classes of motor vehicles affected by the New Mysore Regulation.

1. (i) Private Cars. There was no difficulty in coming to an understanding with regard to this class of vehicles. The Mysore Government are quite prepared to recognise the licenses issued by the Civil and Military Station authorities and vice versa. An objection was raised on behalf of the Civil and Military Station with regard to the loss of toll revenue now derived by the Station from Mysore Motor Vehicles not licensed by the City Municipality. As the loss on account of this was not likely to exceed Rs.1,250/- the objection was not pressed for the moment.

(ii) Lorries and Motor Cabs. The new Mysore Regulation imposes a far higher rate of tax on motor lorries than what is levied in the Station. The proposal of the Mysore Government is to levy their tax on Station lorries using the Mysore roads subject to a rebate to the extent of the tax paid in the Station. Similarly with regard to cabs or taxis. These latter are to be taxed under the Regulation according to the seating accommodation but the proposed tax on these is not in effect much higher than the tax on such vehicles in the Station.

The reciprocal arrangements with the proposal to grant rebate were accepted on the understanding that the Civil and Military Station should as soon as possible increase the rates of tax on these two classes of vehicles to the level of the Mysore rates, so that the Station might have the benefit of the additional revenue.

(iii) Buses. The discussion was restricted to the reciprocal arrangements regarding the buses plying for hire between the City and the Cantonment. The rate of taxation for buses under the new Regulation is Rs. 7-8-0 per seat per quarter. Taking a bus of 20 seats as the standard, the annual tax on a bus will.

111

will be Rs.600/-. The Station bus pays a Municipal tax of Rs.45/- plus Rs.50/- by way of permit fees. As the Station representatives were not prepared to recommend enhancement of charges on buses in the Station to exceed in all Rs.200/- a year, the arrangements as for lorries and taxis were not possible in the case of buses. It was, therefore, agreed that such of the buses as use the Bangalore City roads should pay the difference between this 200 and Rs.600/- due to Mysore Government.

Similarly City buses using the Station roads were to be charged Rs.200/- and would get a rebate to this extent out of the Rs.600/- payable to Mysore Government.

2. With regard to arrangements relating to (ii) and (iii) above, difficulty arises in the first quarter (1st January to 31st March 1936) as the half-year in the Station expires on the 31st March 1936 and further there is no time to implement the agreement and obtain sanction of the Municipal Commission and the Local Government before the 1st of January. The Civil and Military Station representatives therefore requested exemption from new taxation for the quarter, that is, the arrangements now existing might continue undisturbed until 31st March but if this was considered impracticable the additional taxes collected on Station vehicles for this quarter by the Mysore Government should be credited to the Station revenues. It was agreed, however, that there should be no difficulty about allowing taxis to remain on the present reciprocal basis until rates are enhanced in the Station.

3. Registration. It was agreed that it would be convenient if no re-registration were required on Station vehicles on transfer to Mysore and vice versa.

4. Military. The question of regimental buses and general exemptions for Officers living in Mysore limits was discussed between the Special Officer and the Military representative.

President, M. C.

MVL.
24-12-35.

Urgent

S.N.23 22

112

D. O. No. Fa.1176-35.
R. O. II.
Enclosure 1.

Bangalore,
Dated 25th December 1935.

Reciprocal arrangements between the Civil and Military Station of Bangalore and the Mysore Government in the matter of taxes and tolls on motor vehicles.

My dear Mr. Ramanathan,

Opinion-III 9(c)

I enclose for your information an advance copy of a brief report of the discussions at the Conference between representatives of the Mysore Government and the Civil and Military Station on the 20th December which has been prepared by the President, Municipal Commission, Civil and Military Station, Bangalore. The Resident, as you know, is away at Ootacamund for Christmas; and we shall probably address the Mysore Government more formally on the subject of these reciprocal arrangements at a fairly early date.

Meanwhile however I would invite your particular attention to paragraph 2 of the report, which refers to the very difficult position in which the Civil and Military Station is placed. The Mysore Government are in the fortunate

position

113

position of having a cut and dried scheme ready for operation, while we in the Civil and Military Station cannot meet the situation arising out of it without going through the formalities prescribed by the Bangalore Municipal Law. The Civil and Military Station licenses expire on the 31st March 1936. No change in our rates of taxation can be effected before that date, even if the approval of the Municipal Commission and the sanction of the Resident are obtained with all expedition. It is impossible therefore for the Civil and Military Station to make proper arrangements to meet the new situation as with effect from the 1st January 1936. We should like therefore to urge that the existing arrangements as between the City and the Civil and Military Station Municipality should remain undisturbed until the 31st March 1936. This would give the bare minimum amount of time necessary to enable the Civil and Military Station to adjust its rates and to raise them, where necessary, to the level of the City rates; and we hope that the Mysore Government would be prepared to agree to this proposal.

In

114

In the alternative, the Civil and Military Station representatives have suggested that during the period pending the enhancement of the Civil and Military Station rates, the difference between City and Civil and Military Station rates during the first quarter of 1936 should be credited to the Civil and Military Station. This would in many respects be a less satisfactory arrangement than the one suggested in my previous paragraph; but there would be justification for it, for the following reason. In the Civil and Military Station the rate of tax on private cars weighing 15 cwts. or more is Rs.45/- while the rate under the new Mysore Regulation is only Rs.35/-; and if the additional taxation collected on Civil and Military Station vehicles under the new Regulation is not to go to the credit of the Civil and Military Station, the Station Municipality would be justified in collecting the difference between Rs.45/- and Rs.35/- from Mysore cars entering the Station. There are other claims too which could be made; but it seems unnecessary to enumerate them at present, for by far the most satisfactory arrangement seems to be to let the existing arrangements continue for the first quarter of 1936 and thus give the Civil and Military Station time to adjust their rates to those which will prevail

in

115

in the City under the new Regulation.

I should be very glad to hear from you at an early date and to know whether the Government of Mysore would be prepared to agree to this suggestion.

Yours Sincerely,

O.C

Ulne 25/12

A. V. Ramanathan, Esq., B.A.,
Chief Secretary to the Government of
His Highness the Maharaja of Mysore.

S.N.2423.

116

D.O.No. F.1176-36
R.O.II.

Bangalore,
Dated 25th December 1936

Reciprocal arrangements between the Civil and Military Station of Bangalore and the Mysore Government in the matter of taxes and tolls on motor vehicles.

My dear Brislee,

S.N.21 (P.107-109) 9(c)

With reference to your demi-official letter No.10084/35, dated the 24th December 1935, I enclose for your personal information a copy of my demi-official letter No.F.1176-35/R.O.II, dated the 25th December 1935 to the address of the Chief Secretary to the Government of Mysore.

Yours Sincerely,

S.N. 23 (P. 112-115) 9(a)

O.C. Tour
25/12

F.R. Brislee, Esq., I.C.S.,
President, Municipal Commission,
Civil and Military Station, Bangalore.

W.B. 24/12

S. N. 24

13—2,000—17—4—1935. (117

No. 144/36

CIVIL AND MILITARY STATION, BANGALORE,
MUNICIPAL OFFICE,
DATED 7th January 1936.

From

F. R. BRISLEE, ESQ., I. C. S.,
President, Municipal Commission,
Civil and Military Station, BANGALORE.

To

The Secretary to the Hon'ble the Resident in Mysore,
Bangalore.

OFFICE OF THE RESIDENT IN MYSORE
BANGALORE.
Regd. No. 186
File No. 1126/31

SIR,

S N 21 Sub 107 - III

Please refer to my D. O. No.10084/35 dated the 24th December 1935, reporting the tentative understanding arrived at with the Mysore authorities at the Conference held on the 20th December 1935.

The enclosed letter from Dr. Ingram Cotton makes it urgently necessary to ascertain whether reciprocity is to be treated as at an end pending final agreement between the Durbar and the authorities of the Civil and Military Station or whether the demand for payment of Mysore Provincial Tax in this case was made in error.

If this is not a case of error I must issue instruction at once to levy tolls on all cars which do not carry the Civil and Military Station license. Believing however that there has been some mistake I have ordered that for the present no tolls need be demanded in respect of cars which carry the new Mysore Provincial license.

I request that the Mysore authorities may be addressed in the matter.

I have the honour to be,
Sir,
Your most obedient servant,

President, M. C.

MVL.
7-1-36.

Dr. G. J. INGRAM-COTTON,
DENTAL SURGEON
* *
No Branches
* *
Office Closed On Sundays

"THE MANSION"
38, Trinity Road,
BANGALORE

118

Enclosed Mysore Motor License. 7th January 1936

The President,

Municipal Commission,

C & M Station, Bangalore.

7 JAN 1936

Dear Sir,

In reference to the new Mysore Road Traffic and Taxes Registeration.

On the 4th Inst. I was on my way from Madras (where I had been for a Week) and was compelled at Mullbagal take out a (½ Year) Motor Car License for 6 months without which I was not permitted to enter Mysore State.

License returned herewith

I forward the said License for your information and favour of return to me at an early date.

I understand that reciprocal arrangements have been agreed to between the C & M Station and Mysore State, whereby private Motor Cars which are taxed in the C & M Station are exempt from the Mysore Provincial Tax.

As this appears to be a violation of this receprocity - Would you very kindly ask the Mysore Durbar to order a refund of the Rs. 13/- paid by me.

Yours faithfully
Ingramcotton

S.N.25

(119)

All Communications should be addressed to the Secretary to the Resident in Mysore, Bangalore, by designation and not by name.

URGENT.

No. F.1176-36
R.O. II

Issued 11/1-36

FROM

Major C. G. N. Edwards, I.A.,

SECRETARY TO THE HON'BLE THE RESIDENT IN MYSORE.

To

The Chief Secretary to the Government of

His Highness the Maharaja of Mysore.

Dated, Bangalore, the 11th Jany. *1936*.

Subject.

Reciprocal arrangements between the Civil and Military Station of Bangalore and the Mysore Government in the matter of taxes and tolls on motor vehicles.

SIR,

S.N.21
c.p.110-1

I am directed to refer to the tentative understanding arrived at between the representatives of the Mysore Government and the Civil and Military Station at the Conference held on the 20th December 1935 in the matter of reciprocal arrangements in connection with taxation on motor vehicles.

On the 4th January 1936 Dr. G. J. Ingram-Cotton, a resident of the Civil and Military Station who holds a Civil and Military Station motor-license, was stopped at Mulbagal, on his way from Madras to Bangalore, and was required to take out a Mysore State motor license valid for six months, without which he was not permitted to enter the Mysore State. A copy of his letter dated the 7th January 1936 to the Collector and President, Municipal Commission, Civil and Military Station, is enclosed for information.

It is understood that the reciprocal arrangements tentatively agreed to included the recognition by the Mysore Government of licenses issued by the Civil and Military Station (and vice versa) for private cars, and it would therefore appear that the demand for payment of Mysore State tax in this case has been made in error; but the fact that the demand has been made, and may be repeated in other similar cases, makes it urgently necessary to ascertain what the

position

120

position is: and I am to request that this Residency may be informed at a very early date whether the demand was made in error. If so, the amount collected from Dr. Ingram Cotton will no doubt be refunded to him.

I have the honour to be,

Sir,

Your most obedient servant,

O/C

SECRETARY TO THE RESIDENT.

BJ

S.N. ~~27~~ 26

121

Mr. A. V. RAMANATHAN, B.A.,
Chief Secretary to Government.

GENERAL AND REVENUE SECRETARIAT,

Dated Bangalore, 17th January *193* 6.

D. O. No. 2 Fol 763 | Encl. one Note.

OFFICE OF THE RESIDENT IN MYSORE,
BANGALORE.
19 JAN. 1936
Regd. No. 638
File. No.

My dear Major Edwards,

Subject:- Reciprocal arrangement between the Civil and Military Station of Bangalore and the Mysore Government in the matter of taxes and tolls on motor vehicles.

S.N. 22
6) p. 112
9/(1)

With reference to your D.O. letter No. 1176-35/R.G.~~A~~.II dated 25th December 1935 on the above subject, I am desired to state that the Government agree in principle to the first of the two alternatives mentioned therein, which you consider more satisfactory viz., to continue the existing reciprocal arrangement as between the City and the C & M. Station -- Municipality till 31st March 1936. I am however to point out that this will only apply to the Bangalore City and the C & M. Station and that strictly speaking motor cars and cycles of the C & M. Station will have to pay the Mysore tax when they have to use the roads beyond the City and that the cars of the State, other than those of Bangalore City, will have to pay tolls at the C & M. Station. There will, besides, be a practical difficulty in the actual working of the arrangement as the license form or token now in use is common -- throughout the State and it will not be easy to distinguish cars belonging to Bangalore City only without some detention at the toll-gates. To avoid all this inconvenience and hardship to motorists, Government are prepared to agree to the temporary extension of the reciprocal arrangement to

the whole State in the case of private cars, i.e., C & M. Station motor cars and cycles using the Mysore roads on the same basis as the cars of the State without the payment of the vehicle tax here, in consideration of motor cars and cycles of the State being allowed free of taxes and tolls at the C & M. Station. The exact effect of this arrangement will be that, in the case of motor cars and cycles the reciprocal arrangements contemplated to be adopted on and from the 1st of April will be brought into effect from now and that, in regard to other vehicles, the existing C & M. Station and City Municipal reciprocity will continue to the end of March. The main details of this arrangement will be as shown in the note appended to this letter.

I am to request that, if these proposals are found acceptable, instructions may be issued for this arrangement being brought into force in the C & M. Station area --- immediately, pending formal agreement to the proposals on receipt of the official letter referred to in your D.O. letter. On hearing from you, the Government will issue necessary instructions in the matter.

Yours sincerely

Major C. G. N. Edwards, I.A.,
Secretary to the Hon'ble the Resident in Mysore,
B A N G A L O R E.

123

NOTE SHOWING THE DETAILS OF RECIPROCAL ARRANGEMENTS BETWEEN MYSORE AND C & M STATION FOR THE QUARTER ENDING 31ST MARCH 1936.

I. Private motor cars and cycles:-

(a) C. & M Station motor cars and cycles free of vehicle tax in Mysore. Will be on the same basis as those of the State which have paid vehicle tax.

(b) Mysore motor cars and cycles free of taxes and tolls of C & M Station.

II. Private motor lorries:-

(A) of C & M Station.-

(a) Free of Municipal tolls and of Road tax in Bangalore City.

(b) Liable to full road tax for use of other than City roads.

(c) Obtain permits like lorries of the State.

(B) of the City.

(d) Free of taxes and tolls in C. & M. Station.

(C) Other lorries of the State

(e) Subject to tolls in C & M. Station.

III. Motor cabs or taxis:-

(A) Of the C & M. Station:-

(a) Free of Municipal tolls and service tax in Bangalore City.

(b) Liable to full service tax beyond City.

(B) Mtor cabs or Taxis of Bangalore City.

(c) Free of municipal taxes, tolls and permit fees of the C. & M. Station.

(d) Mutual recognition of permits of the City cabs in C & M. Station area and of the C & M Station cabs in City area.

(C) Cabs or Taxis of other than Bangalore City.

(e) Liable to tolls and permit fees of C & M. Station.

IV. B u s e s .

(i) Buses of C & M Station free of Municipal tolls in the City.

(ii) Buses of City fee of Municipal tolls and taxes in the C & M. Station.

Liable to permit fees and service tax in each area, as at present.

124

V. Public Service lorries:-

(A) Of the C & M. Station.

(i) Free of Municipal tolls of the City.

(ii) Liable to Road Tax in Bangalore City or outside.

(B) Of Bangalore City.

(iii) Free of tolls and taxes of C & M. Station Municipality.

(iv) Liable to permit fee of C & M Station.

(C) Lorries, other than those of Bangalore City

(v) Liable to C & M Station Municipal tolls and permit fees.

N.B. - Those vehicles which have paid taxes in the State Huzur Treasury or the Bangalore Taluk Treasury and have the seal of any one of these on their licenses will be considered as vehicles of Bangalore City.

- - -

Chief Secretary to Government.

8.N.27

125

Immediate

Issued 18/1/36 (12.55 pm)

DEPARTMENT.

BRANCH.

File No.

Serial No.

D.O.

Draft Letter / ~~Memorandum~~ / Telegram

No. F.1176-35 R.O.II Dated 18 Jany. 1936

Class for telegrams

Ordinary / Express / Urgent* / Priority / Clear Line†

*Only for Foreign Telegrams.

†Not for Foreign Telegrams.

To be issued on

Issued on

1st Reminder

2nd Reminder

3rd Reminder

Heading :

Case or Diary No.

If post copy of telegram required

Date of despatch of above

List of enclosures

(Code word for telegrams.)

The Secretary to the Resident.

To

F.R.Brislee, Esq., I.C.S.,
Collector & President,
Municipal Commission,
Civil & Military Station,
Bangalore.

Reciprocal arrangements between the Civil and Military Station of Bangalore and the Mysore Government in the matter of taxes and tolls on motor vehicles.

D.O.

With reference to my demi-official letter No.F.1176-35/R.O.II, dated the 25th December 1935, I am desired to forward a copy of a demi-official letter No. Pol.763, dated the 17th January 1936, with enclosure, from the Chief Secretary to the Government of Mysore and to request you to be so good as to say whether the proposals of the Mysore Government are acceptable.

S.N.23
Cp.116

S.N.26
Cp.121-124

S. S.
MGIPC—S1—158(Gen)MFP—(M·1988)—3-5-34—50,000 Pads.

2.

2. I am to add that if the proposals are found satisfactory, necessary instructions may kindly be issued to bring the arrangements into effect immediately.

Yours.....

Love
12/1-

18/1/36

T.N.T.
18-1-36

Z 18/1
B.

S.N. 28

13—2,000—17—4—1935.

127

No. 10084/35-

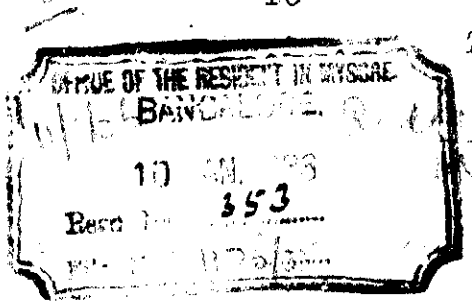
CIVIL AND MILITARY STATION, BANGALORE,
MUNICIPAL OFFICE,
DATED 9th January 1936.

From

F. R. BRISLEE, ESQ., I. C. S.,
President, Municipal Commission,
Civil and Military Station, BANGALORE.

To

The Secretary to the Hon'ble the Resident in Mysore,
Bangalore.



SIR,

Reciprocal arrangements between the Civil and Military Station, Bangalore, and the Mysore State in the matter of taxes and tolls on motor vehicles - Correspondence ending with my D. O. No.10084/35 dated the 24th December 1935.

I have the honour to request you kindly to let me have the instructions of the Hon'ble the Resident as to the nature of the proposals which I should put before the Municipal Commission for consideration in connection with reciprocity and the question of raising taxes on certain motor vehicles to the level of the Mysore ones.

I have the honour to be,
Sir,
Your most obedient servant,

President, M. C.

MVL.
9-1-36.

S.N.29

128

Copy of paragraph 5 of demi-official letter No.Nil dated 10th January 1936 from the Collector, Civil and Military Station, Bangalore.

"I have asked for instructions as to the nature of the proposals I should put before the Commission in regard to the proposed Law basis of reciprocity with Mysore State in regard to Motor Vehicles. I am making a further report about the loss of revenue the Station is likely to incur. I think this matter needs further consideration and I think the Commission will press for compensation for toll and license revenue which it will forego".

SN.1/Conf.9-36

OFFICE OF THE RESIDENT IN MYSORE.
BANGALORE.
13 JAN. 1936
Regd. No. 430
File. No.

Sec 1,311 Circ 14/1 Reply 15 1 11 13—2,000—17—4—1935. 129

No. 10084/35

Urgent.

CIVIL AND MILITARY STATION, BANGALORE,
~~S.N.15~~ MUNICIPAL OFFICE,
S.N.30 DATED.....11th January.....193 6.

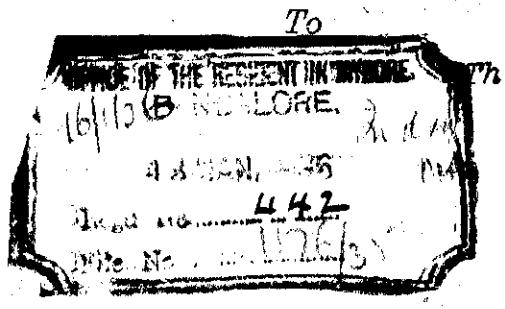
From

F. R. BRISLEE, ESQ., I. C. S.,

President, Municipal Commission,

Civil and Military Station, BANGALORE.

To



The Secretary to the Hon'ble the Resident in Mysore,

Bangalore.

1034/35

SIR,

Reciprocal arrangements between the Civil and Military Station, Bangalore, and the Mysore State in the matter of taxes and tolls on motor vehicles - Correspondence ending with my D. O. No.10084/35 dated the 24th December 1935.

S N 21
Sep 107-111
9(c)

\# P. 110-111
9(c)

In my note of the proceedings of the discussion with the Mysore representatives, I have recorded that the question of compensation for loss of toll revenue to the Commission was not pressed for the moment. However, I feel it necessary before the Hon'ble the Resident deals with the proposals, to refer to this matter more fully.

The only motor vehicles exempt from payment of tolls previously were those carrying either the Civil and Military Station or the Bangalore City (Municipal) license. With the substitution of the Mysore Provincial license for the old Municipal one, and the compelling of all cars (other than Civil and Military Station ones) to carry such a license before being permitted to use the roads in the Mysore State, the Civil and Military Station will incur loss of revenue as follows :-

(1) Toll revenue on outside cars (all cars other than those of Civil and Military Station and Bangalore City) passing through the Station by way of Hosur road, Domlur road and Old Madras road toll gates, which have taken out the Mysore Provincial License before the cars reach these toll gates.

P.T.O.

130)

(2) Taxes from some of the cars referred to in (1) above, which will ordinarily be kept in the Station and which would become liable to the Station Municipal tax after a stay of 15 days.

Re. (1) - From a rough computation of the revenue derived from tolls, I think I shall not be far outside the mark in estimating the loss at Rs.4,200/- approximately.

Re. (2) - At present, motor vehicles which come into the Station and are kept here for 15 days or more are liable to pay the Station Municipal tax for the half year. I presume that even if the proposed reciprocal arrangements are brought into effect, the present rules about residence would be applicable and the Station might insist on its license being taken. But in that case a visitor to the Station from say Madras, will have to take a Mysore Provincial license on entering the State and another license in the Station if his stay is 15 days or more. This will be a great hardship inflicted on the motoring public. To mitigate the existing hardship the Commission was about to consider proposals for the introduction of a short term permit system on the lines of the Madras proposals for the convenience of visitors to the Station. But now since all cars coming into the Station from outside have to pass through the Mysore State and, as a matter of course, have to take out Mysore License to be able to do so, the proposal cannot usefully be pursued.

See Schedule A at p 17 of the Bye-laws [illegible]

SNI/ep1-4 1237-35 (M)

I request that the Hon'ble the Resident may be pleased to bring these points to the notice of the Mysore Government and urge that this loss of revenue to the Station should be made good by them.

The Civil and Military Station can hardly refuse to enter into reciprocity and insist upon levying its taxes on

cars

(131)

cars crossing the Station limits, since this would entail considerable hardship on the motoring public. It is but reasonable, however, that the estimated loss to Municipal revenues should be made good.

I have the honour to be,
Sir,
Your most obedient servant,

Hutchison
11/1

President, M. C.

MVL.
10-1-36.

W.S.P.

S.N. 31

(132)

URGENT.

2 drafts
Draft 1

Issue
14.1.36

DEPARTMENT.

BRANCH.

Draft Letter / Memorandum / Telegram

File No.

Serial No.

Class for telegrams: Ordinary / Express / Urgent* / Priority / Clear Line†

*Only for Foreign Telegrams.

†Not for Foreign Telegrams.

No. F.1176-35 R.C. II Dated 21st January 1936

To be issued on

Issued on

1st Reminder

2nd Reminder

3rd Reminder

Heading:

Case or Diary No.

If post copy of telegram required

Date of despatch of above

List of enclosures

(Code word for telegrams.)

The Secretary to the Resident.

To

The President, Municipal Commission,
Civil and Military Station,
Bangalore.

Reciprocal arrangements between the Civil and Military Station of Bangalore and the Mysore Government in the matter of taxes and tolls on motor vehicles.

Sir,

In reply to your letters No.10084/35, dated the 9th and 11th January 1936, I am directed to say that the Hon'ble the Resident approves generally of the tentative agreement reached on the 20th Decr. 1936 and authorises you to frame proposals on these lines for the consideration of the Municipal Commission. As regards compensation for loss of toll revenue, he agrees that this question will now have to be considered; and you are authorised to place it also before the Commission for their consideration. The points raised in your letter of the 11th January 1936 have been brought to the notice of the Government of Mysore by this Residency;

S.N. 28 to 30
Cr p. 127 & 129-131 Auth.
(C)

* Cr p. 110-111 (C)

S.N. 20
Cr p. 131 Auth.

S. S.
MGIPC—S1—158(Genl)MFP—(M-1933)—3-5-34—50,000 Pads.

(C)

Residency; and their views on the question will be communicated to you on receipt.

I have, etc.,

Clone 20/1.

Clone 21/1.

Secretary to the Resident.

S.N.32

(134

URGENT.

D.O.No.F.1176-35.
R.O.II.

Bangalore,
21st January 1936.

Issued 22/1/36

Reciprocal arrangements between the Civil and Military Station of Bangalore and the Mysore Government in the matter of taxes and tolls on motor vehicles.

Myson M. Ramachar.

I am desired to acknowledge with thanks the receipt of your demi-official letter No.Pol.763, dated the 17th January 1936. The proposals of the Mysore Government have been communicated to the Collector and President, Municipal Commission, Civil and Military Station; and a further communication will be addressed to you on receipt of his reply.

S N 26
Pp 121-124 (c)

S N 31 a/c

Meanwhile I am to invite the views of the Mysore Government on another point which has arisen in the same connection. In the report of the discussions which was forwarded with my demi-official letter No.F.1176-35/R.O.II, dated the 25th December 1935, it was noted that the question of compensation for loss of toll revenue was not for the moment pressed by the Civil and Military Station representatives. Further examination of this question shows, however,

Pp 110-111 (c)

S N 22
Pp 112-115 (c)

(135

however, that it will have to be taken into consideration. The following extract from a letter from the President, Municipal Commission explains the position.

"The only motor vehicles exempt from payment of tolls previously were those carrying either the Civil and Military Station or the Bangalore City (Municipal) license. With the substitution of the Mysore Provincial license for the old Municipal one, and the compelling of all cars (other than Civil and Military Station ones) to carry such a license before being permitted to use the roads in the Mysore State, the Civil and Military Station will incur loss of revenue as follows:-

(1) Toll revenue on outside cars (all cars other than those of Civil and Military Station and Bangalore City) passing through the Station by way of Hosur road, Domlur road and Old Madras road toll gates, which have taken out the Mysore Provincial License before the cars reach these toll gates.

(2) Taxes from some of the cars referred to in (1) above, which will ordinarily be kept in the Station and

which

(136

which would become liable to the Station Municipal tax after a stay of 15 days.

Regarding (1). - From a rough computation of the revenue derived from tolls, I think I shall not be far outside the mark in estimating the loss at Rs.4,200/- approximately.

Regarding (2). - At present motor vehicles which come into the Station and are kept here for 15 days or more are liable to pay the Station Municipal tax for the half year. I presume that even if the proposed reciprocal arrangements are brought into effect, the present rules about residence would be applicable and the Station might insist on its license being taken. But in that case a visitor to the Station from, say, Madras will have to take a Mysore Provincial license on entering the State and another license in the Station if his stay is 15 days or more. This will be a great hardship inflicted on the motoring public. To mitigate the existing hardship the Commission was

about

P & S N I
Cal I-6
1237-1935
(1)

about to consider proposals for the introduction of a short term permit system on the lines of the Madras proposals for the convenience of visitors to the Station. But now since all cars coming into the Station from outside have to pass through the Mysore State, and, as a matter of course, have to take out Mysore License to be able to do so, the proposal cannot usefully be pursued."

At the time of the Conference on the 20th December the Civil and Military Station representatives had not had time to assess the full effect of the new arrangements, which will involve the loss of practically all income from tolls in the Civil and Military Station; for every "foreign" car which now enters the Civil and Military Station from outside must already have obtained a Mysore Provincial license which will entitle it to be exempted from payment of tolls, if the reciprocal arrangement is effected. The Civil and Military Station would be most reluctant to refuse to enter into reciprocity since to insist upon levying its taxes on cars crossing the Station limits would entail unfair hardship on the

(138

the motoring public. They cannot afford, however, to forego the whole of their income from tolls without receiving some equivalent compensation; and I am to enquire what are the views of the Mysore Government on the possibility of making good the loss of revenue to the Station under this head.

Yours sincerely.

Yours 21/1. Ok

A. V. Ramanathan, Esq., B.A.,
Chief Secretary to the Government of
His Highness the Maharaja of
Mysore.

AR.

21/1/32.

139-140

S.M.22

BANGALORE C & M STATION MUNICIPALITY

Office Hours:—
11 A.M. to 5 P.M.

Telephone No. 55.

841/36

Mayo Hall,

20th January 1936.

My dear Edwards,

OFFICE OF THE RESIDENT IN MYSORE, BANGALORE. 21 JAN 1936 Regd. No. 715 File No. 12625

Reciprocal arrangements between the Civil and Military Station of Bangalore and the Mysore Government in the matter of taxes and tolls on motor vehicles - Your D. O. No.F.1176-35/R.O.II, dated the 18th January 1936.

The proposals of the Mysore Government are accepted with the following remarks :-

The definition of vehicles of Bangalore City has been considerably extended but as it is necessary to have some ready means of identification of the vehicles which are exempt it is accepted.

2). No such means exists, however, to distinguish between cars of Mysore State and visiting cars carrying the Provincial license. The exemption in the case of private cars will have to be extended, therefore, to all cars carrying the Mysore Provincial license. The question of compensation for the resulting loss in revenue to the Commission will have to be considered before the arrangement can be made permanent on the expiry of the current quarter.

3). Orders have already been issued to exempt from tolls

P.T.O.

160

all motor vehicles bearing the Mysore Provincial license. The necessary modified instructions in the case of lorries and buses are under issue.

Yours sincerely,

Major C. G. N. Edwards, I.A.,
Secretary to the Hon'ble the
Resident in Mysore,
BANGALORE.

S.N.34

141

Issued
22-1-36

Very urgent

DEPARTMENT.

BRANCH.

File No.

Serial No.

Draft Letter / Memorandum / ~~Telegram~~ D.O.

No.F.1176-35/R.O.II.

No. Dated 22-1- 1936

Class for telegrams | Ordinary | Express | Urgent* | Priority | Clear Line† | *Only for Foreign Telegrams. | †Not for Foreign Telegrams.

To be issued on

Issued on

1st Reminder

2nd Reminder

3rd Reminder

Heading:

Case or Diary No.

If post copy of telegram required

Date of despatch of above

List of enclosures

(Code word for telegrams.)

From

The Secretary to the Resident.

To

A.V.Ramanathan, Esqr., B.A.,

Chief Secretary to the Govt.
of Mysore.

Subject:- Reciprocal arrangements between the Civil and Military Station of Bangalore and the Mysore Government in the matter of taxes and tolls on motor vehicles.

S.N 26

Corr. 121-124

D.O.

My dear Mr. Ramanathan

With reference to your D.O.letter No.Pol.763, dated the 17th January 1936, I am desired to say that the President, Municipal Commission, C and M Station, Bangalore has accepted the proposals of the Mysore Government with the following remarks:-

(i) The definition of vehicles of Bangalore City has been considerably extended, but as it is necessary to have some ready means of

S. 5.
MGIPC—S1—158(Genl)MFP—(M-1983)—3-5-34—50,000 Pads.

(2)

of identification of the vehicles which are exempt, it is accepted.

(ii) No such means exists, however, to distinguish between cars of Mysore State and visiting cars carrying the Provincial license. The exemption in the case of - private cars will have to be extended, therefore, to all cars - carrying the Mysore Provincial license. The question of - compensation for the resulting loss in revenue to the Commission will have to be considered before the arrangement can be made permanent on the expiry of the current ~~quarter~~ quarter.

(iii) Orders have already been issued to exempt from tolls all motor vehicles ~~bearing~~ bearing the Mysore Provincial license. The necessary modified instructions in the case of lorries and buses are under issue."

2. I am to request that the - instructions issued by the Government of Mysore in the matter may kindly be communicated to this Residency.

Clove 21/1.

Clove 22/1.

RB 21.1.36

T. N. T. 21-1-36.

Dr 21/1 RB.

Close 22/1/36 21/1 Rec'd 12/1/36

S.N. 35

1.C.1

143

GOVERNMENT OF HIS HIGHNESS THE MAHARAJA OF MYSORE

General and Revenue Secretariat

No. Pol. 766 P

Dated, Bangalore 17th January 193 6.

OFFICE OF THE RESIDENT IN MYSORE, BANGALORE. 21 JAN. 1936 Regd. No. 724 File No. 1176/35

From

M. VENKATESA IYENGAR, ESQ., B.A.,
Secretary to the Government of His Highness the Maharaja of Mysore
General Department.

To

The Secretary to the Hon'ble the Resident in Mysore,
Bangalore.

Sir,

Subject:- Reciprocal arrangements between the Civil and Military Station of Bangalore and the Mysore Government in the matter of taxes and tolls on motor vehicles.

With reference to your letter No. F.1176-35/R.C.II of the 11th January 1936 on the above subject, I am directed to state that Government have no information in the matter of the taxes collected from Dr. C.J. Ingram-Cotton, near Kulbegal. A further communication will be made on receipt of the report which the Government have called for.

2. Pending an agreement regarding reciprocal arrangements, no instructions have been issued in this matter and it is probable that the staff at Kulbegal collected the tax under the impression that taxes are payable on such vehicles when they use the roads beyond Bangalore City.

3. As regards the reciprocal arrangements, the position has been fully explained in the letter addressed to the Residency separately.

I have the honour to be,
Sir,
Your most obedient servant,

Filed pro-tem
C.G.N.E. 25/1/36.

M. Venkatesaiyengar
GENERAL SECRETARY TO GOVERNMENT.

CSG:2.

S.N.36

/144

OFFICE OF THE RESIDENT IN MYSORE,
BANGALORE.
3 FEB. 1936
Regd. No. 1198
File No. 1176/35

MR. A. V. RAMANATHAN, B.A.,
Chief Secretary to Government.

Early.

Above

1/2

GENERAL AND REVENUE SECRETARIAT,

Dated Bangalore, 31st January 1936.

D. O. No. Pol. 798 B/4 (3 Notifns & 1 Note.)

Subject:- Reciprocal arrangements between the Civil and Military Station of Bangalore and the Mysore Government in the matter of taxes and tolls on motor vehicles.

My dear Major Edwards,

I am desired to acknowledge the receipt of your Demi-official letter No. F.1176-36/R.O.II, dated 22nd January 1936 on the above subject and to state that the arrangements agreed upon have been duly notified. Copies of the Notifications issued in this behalf are herein enclosed for information.

S.N.34
Corr. p.141-142
of (C)

↑ P. 145-151 infra

Yours sincerely
V. Ramanathan.

Major C.G.N. Edwards, I.A.,
Secretary to the Hon'ble
the Resident in Mysore,
BANGALORE.

CSG:

GOVERNMENT OF HIS HIGHNESS THE MAHARAJA OF MYSORE.

No. P.5007/Legis 46-35

General and Revenue Secretariat,

Dated Bangalore, 30th January, *1936.*

NOTIFICATION.

The Government of His Highness the Maharaja are pleased to recognise under the Mysore Public Service Motor Vehicles Rules 1935, as valid within the limits of Bangalore City, the permits issued by the Commissioner of Police, Civil and Military Station, in respect of motor cabs of the Station. The said motor cabs need not, while let for hire in the limits of the Bangalore City, obtain permits prescribed under Rule 8 of Public Service Motor Vehicles Rules.

While let or plied for hire outside the limits of Bangalore City these vehicles must obtain permits prescribed under Public Service Motor Vehicles Rules.

By Order,

Sd/- M. Venkatesa Iyengar,

GENERAL SECRETARY TO GOVERNMENT.

To

The Compiler, Mysore Gazette, for publication in Part IV of the Mysore Gazette dated 6-2-1936.

"COPY"

GOVERNMENT OF HIS HIGHNESS THE MAHARAJA OF MYSORE.

General and Revenue Secretariat,

No. P.5008 Legis 46-35

Dated Bangalore, 30th January *193* 6.

NOTIFICATION.

In virtue of powers vested in them under the proviso to Sub Section 6 of Section 9 of the Mysore Road Traffic and Taxes Regulation VI of 1935, the Government of His Highness the Maharaja are pleased to exempt the motor vehicles of the Civil and Military Station specified below from the provisions of the said sub-section when such vehicles are using the roads in the area specified below.

Serial No.	Class of vehicle.	The area in which the vehicle is exempt from provisions of sub -- Section 6.	Remarks.
1.	Private Motor cars and Cycles.	Whole of Mysore.	
2.	Private motor lorries.	Within the Municipal limits of Bangalore City.	
3.	Motor Cabs.	-do-	

2. They are further pleased to direct that in the case of the motor vehicles of the Civil and Military Station, specified in items 1 to 3 above, the tokens indicating payment of taxes in the Civil and Military Station shall be deemed to be sufficient to indicate exemption and that these vehicles shall not be required to exhibit the licenses of Mysore in the area in which they are thus exempted.

3. The said token of the Civil and Military Station shall be carried on the vehicle in the manner prescribed in Rule No.16 of the Mysore Motor Vehicles Tax Rules.

4. These arrangements will be in force up to and inclusive of the 31st March 1936.

By Order,

Sd/- M. Venkatesa Iyengar.

GENERAL SECRETARY TO GOVERNMENT.

To

The Compiler, Mysore Gazette, for publication in Part IV of the Mysore Gazette, [illegible].

"COPY"

(147

GOVERNMENT OF HIS HIGHNESS THE MAHARAJA OF MYSORE.

No. P. 5009 / Legis 46-35

General and Revenue Secretariat,

Dated Bangalore, 30th January 1936.

(c) ap 16 9

NOTIFICATION.

In virtue of powers vested in them under Section 13 of the Mysore Road Traffic and Taxes Regulation VI of 1935, the Government of His Highness the Maharaja are pleased to exempt from taxes, in the manner and to the extent specified below, the following motor vehicles of the C & M. Station which have paid the taxes due therein.

Serial No.	Class of Vehicle.	Nature and extent of exemption.	Remarks.
1.	Private motor cars and motor cycles.	(i) Exempt from the vehicle tax in the whole of Mysore.	Eligible to composition of tolls under Sections 20 and 21 of the Regulation.
		(ii) Exempt from Municipal tolls -- throughout Mysore.	(c) ap. 16 9
2.	Private motor ~~cars~~ lorries	(i) Exempt from Road Tax only within the municipal limits of Bangalore City.	Liable to Road Tax when using any road beyond the municipal limits of Bangalore City.
		(ii) Exempt from Municipal tolls of Bangalore City.	These lorries must obtain permits for the use of the roads either in Bangalore City or outside from the District Magistrate, Bangalore.
3.	Motor cabs.	(i) Exempt from Service Tax within the municipal limits of -- Bangalore City.	Liable to service tax when using any road in Mysore beyond that in the limits of Bangalore City.
		(ii) Exempt from Municipal tolls of Bangalore City.	
4.	Motor Buses.	Exempt from Municipal tolls of Bangalore City.	Liable to service tax and other taxes when plying in Bangalore City or outside.
5.	Lorries let or plied for hire.	Exempt from Municipal tolls of the City of Bangalore.	Liable to road tax whether in Bangalore City or -- outside.

P.T.O.

(148

2. This will be in force up to and inclusive of 31st March 1936.

By Order,

Sd/- M. Venkatesa Iyengar,

General Secretary to Government.

To

The Compiler, Mysore Gazette, for publication in Part IV of the Mysore Gazette, dated 6-2-1936.

"COPY"

149

1. The following note showing the details of reciprocal arrangements between Mysore and the Civil and Military Station is published for the information of the public:-

2. This arrangement will be in force for the present up to and inclusive of 31st March 1936.

Note showing the details of reciprocal arrangements between Mysore and the Civil and Military Station for the quarter ending 31st March 1936:-

I. Private motor cars and cycles:-

(a) Civil and Military Station motor cars and motor cycles will be free of vehicle tax in Mysore and will be on the same basis as those of the State which have paid vehicle tax.

(b) Motor cars and motor cycles which have paid the Mysore Provincial tax are free of taxes and tolls of the Civil and Military Station.

II. Private Motor Lorries:-

(A) Of Civil and Military Station:-

(a) Free of Municipal tolls and Road Tax in the Municipal limits of Bangalore City.

(b) Liable to full road tax when they use roads other than those of Bangalore City.

(c) Must obtain permits from District Magistrate for use of roads in the City or outside like lorries of the State.

150

(B) Of Bangalore City:-

(d) Are free of taxes and tolls in the Civil and Military Station.

(C) Private motor lorries of the State other than those of Bangalore City:-

(e) Subject to tolls in the Civil and Military Station.

III. Motor cabs or taxis:-

(A) Of the Civil and Military Station:-

(a) Free of Municipal tolls and service tax in Bangalore City.

(b) Liable to full service tax when let or plied for hire on roads in Mysore beyond the limits of Bangalore City.

(B) Motor cabs of Bangalore City:-

(c) Free of municipal taxes, tolls and permit fees of the Civil and Military Station.

(d) Mutual recognition of permits issued by District Magistrate, Bangalore, in respect of the -- Bangalore City cabs in the Civil and Military Station area and of the permits issued by Commissioner of Police in the Civil and Military Station in respect of the Civil and Military Station cabs in City area.

(C) Motor cabs of Mysore other than those of Bangalore City:-

(e) Liable to tolls and permit fees of the Civil and Military Station .

(151)

IV. B u s e s:-

(a) Buses of the Civil and Military Station are free of Municipal tolls in Bangalore City.

(b) Buses of Bangalore City are free of Municipal tolls and taxes in the Civil and Military Station.

(c) Liable to permit fees and service tax in each area, as at present.

V. Public Service Lorries:-

(A) Of the Civil and Military Station:-

(a) Free of Municipal tolls of the City.

(b) Liable to Road Tax in Bangalore City or outside.

(B) Of Bangalore City:-

(c) Free of tolls and taxes of the Civil and Military Station municipality.

(d) Liable to permit fee of the Civil and Military Station.

(C) LORRIES, other than those of Bangalore City:-

(e) Liable to the Civil and Military Station Municipal tolls and permit fees.

N.B.- Those vehicles which have paid taxes in the State Huzur Treasury or the Bangalore Taluk Treasury and have the seal of any one of these on their licenses will be considered as -- vehicles of Bangalore City.

"C O P Y"

CSG:

S.N.37

152

Issues

Urgent

Ry 7-2

DEPARTMENT.

BRANCH.

File No.

Serial No.

Draft Letter / ~~Memorandum~~ / ~~Telegram~~

No.F.1176-35/R.O.II.

Dated 7 - 2 - 1936

Class for telegrams

Ordinary
Express
Urgent*
Priority
Clear Line†

*Only for Foreign Telegrams.

†Not for Foreign Telegrams.

To be issued on

Issued on

1st Reminder

2nd Reminder

3rd Reminder

Heading:

Case or Diary No.

If post copy of telegram required

Date of despatch of above

List of enclosures

(Code word for telegrams.)

From

The Secretary to the Resident.

To

The President, Municipal Commission,
C and M Station, Bangalore.

Subject:- Reciprocal arrangements between the Civil and Military Station of Bangalore and the Mysore Government in the matter of taxes and tolls on motor vehicles.

Sir,

I am directed to forward copies of the papers noted in the margin ~~on the subject noted above~~, and to say that the arrangements agreed upon have been duly notified by the Government of Mysore.

I have etc.,

Sd/- 4/2

Secretary to the ~~Resident~~
Resident.

P.145 (c) 1. Notification by the Govt. of Mysore, No.P.5007/Legis.46-35, dated the 30th January 1936,

P.146 (d) 2. Notification by the Govt. of Mysore, No.P.5008/Legis. 46-35, dated the 30th January 1936.

P.147-148 (c) 3. Notification by the Govt. of Mysore, No.P.5009/Legis.46-35, dated the 30th January 1936.

P.149-151 (d) 4. Note showing the details of reciprocal arrangements between Mysore and the Civil and Military Station of ~~Bangalore~~ Bangalore for the quarter ending 31st March 1936.

S. 5.
MGIPC—S1—158(Gen1)MFP—(M-1983)—3-5-34—50,000 Pads.

Sd/- 4/2

Sd/- 3/7/36

T.N.T. 3-2-36

T.N.T

No. 533/86 Enc. 2

S.N.38

7/2

13—2,000—17—4—1935.

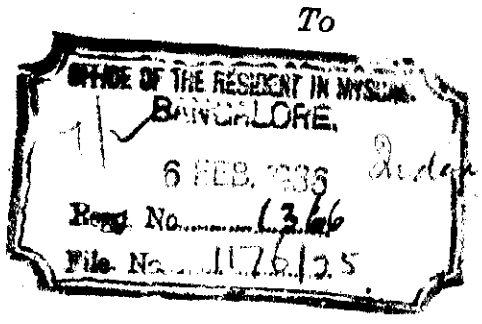
152

CIVIL AND MILITARY STATION, BANGALORE,
MUNICIPAL OFFICE,
DATED.....5th February.....193 6.

From

F. R. BRISLEE, ESQ., I. C. S.,
President, Municipal Commission,
Civil and Military Station, BANGALORE.

To



The Secretary to the Hon'ble the Resident
in Mysore,

BANGALORE.

SIR,

Subject:-Refund of Motor Vehicle Tax to Mr. E. F. Willmott, No.10 Grant Road, Civil & Military Station, Bangalore.

1034/36

I have the honour to inform you that Mr. E. F. Willmott, residing at No.10 Grant Road, Civil and Military Station, Bangalore, paid Rs.24/- on the 18th June 1935 and obtained license No.118 from this Municipality for his Morris "8" Car B.A.2939 for the year 1935-36. The license is current till the 31st March 1936. He had to pay Rs.12/- at Kolar on his way to Madras and obtain a license from the Government of Mysore (enclosed) for the same motor car.

K P 154 infra

2. Under the existing reciprocal arrangements between the Civil and Military Station, Bangalore, and the Durbar, private cars licensed in this Municipality are exempt from payment of Provincial tax on motor vehicles to the Durbar. I request you kindly to arrange to obtain a refund of the amount from the Government of Mysore. A copy of Mr. Willmott's letter dated the 20th January 1936 is enclosed.

P. 153 infra

I have the honour to be,
Sir,
Your most obedient servant,

DIW.
5-2-36.

for PRESIDENT, M. C.

153

Letter dated the 20th January 1936 from Mr. E. F. Willmott, No.10 Grant Road, Bangalore, to the President, Civil and Military Station, Bangalore.

I herewith enclose the original Government of Mysore Motor Tax Card that was pasted on the windscreen of my car at Kolar when I was on my way to Madras on the 11th January 1936. I returned to Bangalore on the 15th January 1936 and have had no occasion for its further use. I believe I am entitled to a refund of this amount, so beg that you will kindly look into the matter.

'C o p y'.

DIW.
5-2-36.

SN 29

1524

All communications should be addressed to the Secretary to the Resident in Mysore, Bangalore, by designation and not by name.

No. F.1176-35.
R.O.II.

FROM

Major C. G. N. Edwards, I.A.,

SECRETARY TO THE HON'BLE THE RESIDENT IN MYSORE

To

The General Secretary to the Government of
His Highness the Maharaja of Mysore.

Dated Bangalore, 17th February 1936.

Subject.

REFUND OF MOTOR VEHICLE TAX TO
MR. E.F. WILLMOTT.

SN 28 | G.P. 152-153

SIR,

I am directed to forward a copy of letter No.533/36, dated the 5th February 1936, (with enclosures) from the President, Municipal Commission, Civil and Military Station, Bangalore, and to request that if there is no objection, arrangements may kindly be made for the refund of Rs.12/- paid by Mr. Willmott at Kolar.

I have the honour to be,
Sir,
Your most obedient servant,

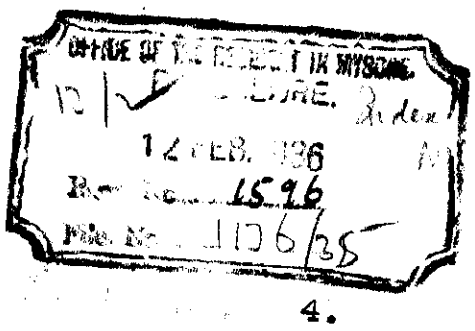
for SECRETARY TO THE RESIDENT.

AR

S.N40

155

Copy of paragraph 4 of Fortnightly Report for Mysore for the first half of February 1936.



4. "A special meeting of the Commission was held on the 10th instant to pass the necessary amendments to bye-laws etc required to give effect to the agreement with the Mysore Authorities in regard to the taxation and licensing of motor vehicles. The estimated nett additional revenue per annum is in the neighbourhood of Rs.20,000 (though the figure must be accepted with much caution) and this doubtless explains the fact that the question of compensation by the Mysore Government for loss of toll revenue was not raised. I attach a copy of the # NOTE prepared for the information of Commissioners. It will be observed that the original proposal to limit the total of the charges on motor buses to a maximum of Rs.200 has been abandoned."

"Copy of paragraph 4 and the printed note in original to be passed to R.O"

Id. C.G.N.E.
12/2/

12.2.36.

Noted bro. Sim
N.J.C.
2/3/36.

(156

NOTE.

Taxation and Permit fee for Motor Vehicles—New Mysore Regulation—Amendments to the Station Municipal Bye-laws and Motor Vehicles Rules.

Owing to the introduction of the Mysore Road Traffic and Taxes Regulation (Regulation No. VI of 1935) from the 1st January 1936, the Mysore Government intimated termination of the existing reciprocal arrangements between the Civil and Military Station and the Bangalore City in the matter of tolls and taxes on Motor Vehicles with effect from that date (1-1-1936) and suggested for consideration the following new reciprocal arrangements between the Civil and Military Station and the Mysore State :—

1. Private Cars.

Private motor cars and cycles carrying the Civil and Military Station license would be allowed to use the State roads without payment of the provincial tax but subject to payment of tolls or the composition fee in lieu of it in return for which all cars and cycles which have paid the Mysore Provincial tax shall be allowed the free use of the Civil and Military Station roads.

2. Private Motor Lorries.

Under the New Mysore Regulation, private lorries are liable to pay "road tax" ranging from Rs. 30 to Rs. 250 per quarter based on the unladen weight of the vehicles. The Mysore Government suggested that they would be prepared to allow private lorries registered in the Station the use of the Mysore State roads on obtaining the Mysore permits and on payment of the road tax, subject to a rebate to the extent of the Municipal tax payable in the Station in consideration of the private lorries in the State being allowed the use of the Civil and Military Station area without vehicle taxes or tolls.

3. Motor cabs and taxis.

Under the new Mysore Regulation, these vehicles are liable to the payment of "service tax" on seating capacity at Rs. 7-8-0 per seat. The Mysore Government suggested that they would be prepared to allow the Civil and Military Station taxis the use of the Bangalore City roads on their obtaining a license on payment of the service tax, subject to a rebate to the extent of the Municipal tax and permit fee of the Station in consideration of the cabs and taxis of the City being allowed the use of the Civil and Military Station area free of vehicle tolls and taxes.

4. Motor buses and lorries let or plied for hire.

Under the new Mysore Regulation, buses are liable to the payment of "service tax" on seating capacity of Rs. 7-8-0 per seat and "Mileage cess". Lorries plying for hire are subject to payment of "road tax" at 1½ times the rates prescribed for private lorries. The Mysore Government suggested that they would be prepared to allow the Civil and Military Station buses and lorries plying for hire rebate to the extent of the present Municipal tax for the use of the City roads in consideration of the free use of the Civil and Military Station roads being allowed to such vehicles of the City paying the Municipal taxes.

The above proposals, which were received on the 16th November 1935, were placed before the Standing Committee on the 25th November 1935. In consultation with the Commissioner of Police and the Standing Committee, the following gentlemen were

selected to represent the Civil and Military Station at the proposed conference with the representatives of the Myore State :—

(1) The President, M. C.
(2) ,, Commissioner of Police.
(3) Rao Sahib B. G. Rajagopal Mudaliar, Vice-President, Municipal Commission.
(4) Major A. S. Andrews, Municipal Commissioner representing the Trades Association.
(5) Mr. C. P. Chandran, Secretary, Municipal Commission.
(6) Mr. C. H. Ashe, Municipal Commissioner and Proprietor of Ashe's Motor Service.
(7) Rao Sahib C. N. Surya Prakas, Municipal Commissioner and Government Pleader.
(8) The D. A. Q. M. G., Madras District.

The Civil and Military Station representatives met the representatives of the Mysore State at a conference held on the 20th December 1935. At the conference it was agreed that no action was necessary on the part of the Station so far as private motor cars and cycles were concerned. Since the proposals of the Mysore Government in regard to other motor vehicles was the levy by them of the difference between the Station rates and Mysore ones, the Station representatives obtained the consent of the Mysore Government to allow time to enable the Station rates to be enhanced with regard to other motor vehicles, so that the difference should be credited to the Station and not to Mysore. The following were the main conclusions arrived at, at the conference with regard to other motor vehicles :—

1. Lorries and motor cabs.

That the Station rates shall be enhanced to the Mysore ones, so that the additional revenue is credited to the Civil and Military Station.

The Mysore rates in the case of lorries (private) range from Rs. 30 per quarter to Rs. 250 per quarter, according to the unladen weights of the vehicles. The rates for lorries plying for hire are 1½ times the rates on private lorries. The Mysore rate for cabs is Rs. 7-8-0 per seat per quarter.

2. Buses.

That the enhancement of charges on buses in the Station should not exceed in all Rs. 200 a year.

3. The Mysore Government having agreed to the continuance of the existing reciprocal arrangements up to the 31st March 1936, the following action has been taken in the matter of tolls :—

(*a*) Exemption of all private motor cars and motor cycles carrying the Mysore Provincial License from the payment of the Station tolls.

(*b*) Exemption of all private motor lorries, motor cabs or taxis, buses and public service lorries, carrying the Mysore Provincial License bearing the seal of the Mysore State Huzur Treasury or the Bangalore Taluk Treasury, from the payment of the Station tolls.

(*c*) Levy of tolls on all other motor vehicles of the classes described in item (b) above, which carry the Mysore Provincial License without the seal of the Mysore State Huzur Treasury or the Bangalore Taluk Treasury.

Proposed Amendments.

Levy of tax on lorries at the Mysore rate has been provided for in Schedule 'A' attached to Bye-law No. 3, Chapter II.

Levy of permit fees on lorries plying for hire at Mysore rates excluding the Municipal tax has been provided for in the proposed Schedule 'A' to be attached to the Station Motor Vehicles Rules.

P. 13 of the Rules at (P)

(158

Rule 30 (2) of the Motor Vehicles Rules has been suitably amended.

A flat rate of a permit fee of Rs. 75 per annum or Rs. 37-8-0 per half year is proposed in the case of cabs.

These amendments have been approved by the Standing Committee which met on the 6th February 1936. In the case of buses, however, the Standing Committee have modified somewhat the original proposal that charges on buses should not exceed in all Rs. 200 a year. The following note embodies the recommendations of the Standing Committee :—

Provision has been made in Schedule 'A' attached to Bye-law No. 3, Chapter II, for the levy of a tax of Rs. 200 per annum or Rs. 100 per half year, on all motor buses. A permit fee of Rs. 40 per annum for buses up to 12 seats including the driver and conductor and Rs. 20 for every additional seat have been provided for in the proposed Schedule to be attached to the Motor Vehicles Rules. This has been done in order to equalise the charges levied on lorries (exceeding 15 cwt. but not exceeding 25 cwt. in weight—unladen) and buses.

A copy of the proposed amendments and a Statement showing the financial effect of the proposals are attached.

6th February 1936.

F. R. BRISLEE,
President, M. C.

under cp. 159-162 infra

AMENDMENTS TO BYE-LAWS.

After the item "motor cycle with side-car" in Schedules 'A' and 'B' attached to Bye-law No. 3, Chapter II, add the following under the yearly and half-yearly rates respectively:—

Yearly.

	Rs.
Motor Bus	200
Motor lorries—	
(a) Not exceeding 15 cwt. in weight, unladen	120
(b) Exceeding 15 cwt. but not exceeding 25 cwt. in weight, unladen	200
(c) Exceeding 25 cwt. but not exceeding 30 cwt. in weight, unladen	280
(d) Exceeding 30 cwt. but not exceeding 35 cwt in weight, unladen	360
(e) Exceeding 35 cwt. but not exceeding 50 cwt. in weight, unladen	450
(f) Exceeding 50 cwt. but not exceeding 70 cwt. in weight, unladen	600
(g) Exceeding 70 cwt. but not exceeding 100 cwt. in weight, unladen	700
(h) Exceeding 100 cwt. in weight, unladen	1,000

Half-Yearly.

Motor Bus	100
Motor lorries—	
(a) Not exceeding 15 cwt. in weight, unladen	60
(b) Exceeding 15 cwt. but not exceeding 25 cwt. in weight, unladen	100
(c) Exceeding 25 cwt. but not exceeding 30 cwt in weight, unladen	140
(d) Exceeding 30 cwt. but not exceeding 35 cwt. in weight, unladen	180
(e) Exceeding 35 cwt. but not exceeding 50 cwt. in weight, unladen	225
(f) Exceeding 50 cwt. but not exceeding 70 cwt. in weight, unladen	300
(g) Exceeding 70 cwt. but not exceeding 100 cwt. in weight, unladen	350
(h) Exceeding 100 cwt. in weight, unladen	500

AMENDMENTS TO MOTOR VEHICLES RULES.

1. Add the following as clauses *(f)*, *(g)* and *(h)* to Rule 1 (3) of the Bangalore (Civil and Military Station) Motor Vehicles Rules:—

(f) "motor cab" means a public service motor vehicle used for the carriage of persons, other than a motor bus.

(g) "motor lorry" means a motor vehicle which is ordinarily used for the carriage or haulage of goods or goods and passengers and includes a trailer when so used, but does not include a trailer when drawn by a motor car constructed or adapted solely for the carriage of not more than seven persons including the driver and used for the carriage of their effects.

(h) "unladen weight" in relation to a motor vehicle or trailer means the weight of the vehicle or trailer including all parts and equipment which are necessary for and ordinarily used with the vehicle or trailer when working. Where alternative parts or bodies are used, the heaviest part or body shall be taken into account for the purpose of calculating the unladen weight.

2. Substitute the following for Rule 30 (2) of the Motor Vehicles Rules:—

"Every motor vehicle which is let or plies for hire shall be granted a permit on payment of a fee as set out in Schedule A attached to these rules. This fee is exclusive of the Municipal tax. On sufficient cause being shown a duplicate permit may be issued by the licensing authority on payment of Rs. 10".

SCHEDULE A—RULE 30 (2)—PERMIT FEES.

	Yearly.	Half-yearly.
	Rs. A. P.	Rs. A. P.
(1) Motor cab	75 0 0	37 8 0
(2) Motor bus.—		
Up to 12 seats including driver and conductor.	40 0 0	20 0 0
For every additional seat	20 0 0	10 0 0
(3) Motor lorries.—		
(*a*) Not exceeding 15 cwt. in weight, unladen	60 0 0	30 0 0
(*b*) Exceeding 15 cwt. but not exceeding 25 cwt. in weight, unladen	100 0 0	50 0 0
(*c*) Exceeding 25 cwt. but not exceeding 30 cwt. in weight, unladen	140 0 0	70 0 0
(*d*) Exceeding 30 cwt. but not exceeding 35 cwt. in weight, unladen	180 0 0	90 0 0
(*e*) Exceeding 35 cwt. but not exceeding 50 cwt. in weight, unladen	225 0 0	112 8 0
(*f*) Exceeding 50 cwt. but not exceeding 70 cwt. in weight, unladen	300 0 0	150 0 0
(*g*) Exceeding 70 cwt. but not exceeding 100 cwt. in weight, unladen	350 0 0	175 0 0
(*h*) Exceeding 100 cwt. in weight, unladen	500 0 0	250 0 0

(162

Statement showing the Financial effect of the proposals made for enhancing Taxes and Permit Fees of Lorries, Buses and Motor Cabs.

1. **Motor Cabs.** No. 36.

Additional income on 1 cab—Rs. 25 per annum.
do 36 cabs—Rs. 25 x 36 = Rs. 900.

2. **Buses.** No. 80.

Tax—

Additional income on 1 bus=Rs. 200—45=Rs. 155 per annum.
do 80 buses= Rs. 155 x 80=Rs. 12,400.

Permit fees—

Additional income on 1 bus (taking all buses to contain 15 seats on an average). =Rs. 40+60—50=Rs. 50 per annum.
Additional income on 80 buses=Rs. 50 x 80=Rs. 4,000.

3. **Lorries.** No. 65.

Unladen weight unknown.

Assuming them to fall in Class (*b*) :—

Additional income on 1 lorry—Rs. 200—45=Rs. 155 per annum.
do 65 lorries—Rs. 65 x 155=Rs. 10,075 per annum.

Of these, 9 are public lorries plying for hire :—

Additional income on 1 public lorry—Rs. 100—50=Rs. 50 per annum.
do 9 do —Rs. 50 x 9=Rs. 450 per annum.

Anticipated Additional Income.

Motor Cabs	....	Rs. 900
Buses (Rs. 12,400+Rs. 4,000)	....	,, 16,400
Lorries	....	,, 10,075
Public Lorries	....	,, 450
		Rs. 27,825 or
		Rs. 27,900 in round figures.

We may add to this an income by way of permit fees of about Rs. 2,500 from city buses coming to the station.

Total Rs. 30,400

The approximate anticipated loss from toll revenue is Rs. 4,000 and the loss on visitors' licenses for cars if, as seems desirable, we relax the 15 days' liability to pay the C. & M. Station taxes, may be about Rs. 5,000. This is only a very rough estimate. We have no idea of the number of such vehicles. The net approximate income from the proposed enhanced rates would be Rs. 30,400—Rs. 9,000=Rs. 21,400.

AMENDMENTS TO MOTOR VEHICLES RULES.

1. Add the following as clauses *(f)*, *(g)* and *(h)* to Rule 1 (3) of the Bangalore (Civil and Military Station) Motor Vehicles Rules:—

(f) "motor cab" means a public service motor vehicle used for the carriage of persons, other than a motor bus.

(g) "motor lorry" means a motor vehicle which is ordinarily used for the carriage or haulage of goods or goods and passengers and includes a trailer when so used, but does not include a trailer when drawn by a motor car constructed or adapted solely for the carriage of not more than seven persons including the driver and used for the carriage of their effects.

(h) "unladen weight" in relation to a motor vehicle or trailer means the weight of the vehicle or trailer including all parts and equipment which are necessary for and ordinarily used with the vehicle or trailer when working. Where alternative parts or bodies are used, the heaviest part or body shall be taken into account for the purpose of calculating the unladen weight.

2. Substitute the following for Rule 30 (2) of the Motor Vehicles Rules:—

"Every motor vehicle which is let or plies for hire shall be granted a permit on payment of a fee as set out in Schedule A attached to these rules. This fee is exclusive of the Municipal tax. On sufficient cause being shown a duplicate permit may be issued by the licensing authority on payment of Rs. 10".

Suff ROII

163

Cuttings from Newspapers.

1. Name of Paper The Daily Post
2. Published at Bangalore
3. Dated 10th January 1936

Marked by

The Mysore Road Traffic And Taxes Regulations

(To The Editor, The "Daily Post")

Dear Sir,—Will you kindly allow me space to draw the attention of motorists to the new Road Traffic and Taxes Regulations which came into force on 1st January ?

VISITING MOTORISTS (1)

Special rules of taxation for these are contained in a Press communique numbered P. 4118 Legis 46-35 Bangalore dated 27-12-35 (obtainable at the Mysore Public Offices, Govt. Press, etc)

From 1st January, no visiting motor-vehicle may use any public road in Mysore unless the taxes due have previously been paid and license obtained. Failure to do so is an offence punishable with a fine of Rs. 50. and the tax may also be recovered. The tax for private motor cars and cycles is for the half year (January to June, and July to December) and ranges from Rs 7-8 for a motor cycle to 12 and 18 rupees for cars up to 15 cwts and over 15 to 40 cwts unladen.

Refunds.—A refund of half the tax paid is made when the total period of use does not exceed one calendar month during the half year. Tolls (but not Municipal tolls) will also have to be paid, as has hitherto been done. Other motor vehicles, such as buses, etc. have special rates of taxes.

Reciprocity between Mysore and the C and M Station of Bangalore.—It does not appear be stated any where in the Mysore Traffic Rules that private motor cars and cycles—which are licensed in the C. and M, Station—are exempted from the Mysore Taxes if and when they enter that State, but it is understood that this matter was discussed by the Mysore and C. and M, Station authorities. However that may be, a case has occurred of a private motor car, licensed in the C. and M. S. being held up at Mulbagal (11 miles inside Mysore Frontier on the Madras—Bangalore Road) on the 4th January and compelled to take out a license for a half-year. I shall be grateful to any member (or non-member) of the A.A S.I, for particulars of any *private* motor car cycle of the C & M, Station being held up and taxed on entering Mysore State.

Until specific orders, or exemption licenses are issued, it seems pretty certain that such incidents will be a daily occurrence and, even if C. and M. S. cars are permitted to proceed without this license to Bangalore City they will not be allowed to leave it, except to return to the former station. In these circumstances, retaliatory legislation by the C. and M. Station Municipality would be inevitable [illegible]

SHORT-TERM LICENSES FOR VISITING MOTORISTS

It is a matter for regret that, when the new regulations were being considered, it was not thought advisable to introduce short-term licenses and thus obviate the vexatious worry, expense and delay in claiming refunds at the end of one's [illegible] which might be anywhere in India, or even Europe,

VISITORS DETERRED

The futility of advertising the beauty-spots and temples of Mysore, whilst visiting motorists, and more particularly those residing in the C and M. Station, are to take out a half-year's license with the bother of claiming refunds, must be apparent to any one. The motorist will generally stay at home and be deprived of a deal of enjoyment, but he will pocket the money which would otherwise have gone for hotels, supplies, tolls, etc., to the loss of the State. (2)

The Government of Madras, a few years ago, adopted quarterly licenses for private visiting cars with refunds for months not used, but have since modified the rules so that in the first month of a quarter one pays Rs. 25, in the 2nd month Rs. 20 and in the last month of a quarter Rs. 10. Refunds are allowed but if one proceeds in the 3rd month of a quarter no refund becomes necessary. After experience of this system the Government of Madras are even now considering the adoption of short-term licenses for those spending only a few hours or days in the Presidency, and also for one calendar month with no refund A further modification (thanks to the efforts of the A. A. S .I.) now allows a visiting motorist to enter Madras territory *without a licence* and to procure one at any convenient place, or at destination This was done to abolish the—in many cases insuperable—difficulties of obtaining a license in advance.

Both business men and pleasure seekers often rush off at a moment's notice. To the "lay" mind nothing seems easier or more efficient—in the case of private motorists visiting the Mysore State for periods up to a week or so—then to pay a special Toll on entering the State at "Frontier Toll-gates, as is done in the case of certain Non-Motor Vehicles, i.e., carts. These special toll passes could be made current for so many days and pasted on the inside of the wind-screen, as is done by the Police when checking licenses, (3)

Any motorist using Mysore roads after the expiry of this super toll would have to take out a long period license.

I am not referring to private cars and cycles of the C & M Station, which we naturally assume to be exempted [illegible]

S. 16.

MFP—200S&P—(M-[illegible])

Cuttings from Newspapers.

1. Name of Paper: The Daily Post
2. Published at: Bangalore
3. Dated: 10th January 1936.

Marked by:

CARRIAGE OF LICENSE

Licenses are to be carried in a metal or weather proof holder. This should be waived in the case of visiting motorists who may be ignorant of the rule, or have no opportunity of procuring one of standard pattern, or is merely spending a few hours or days in the State.

In Madras Presidency (2)(1) one may affix it on the inside of the windscreen—facing forward, where it is weather proof and perfectly legible.

AN ALL-INDIA SCHEME

When shall we have this and an end be put to the present confusion? In South India for instance:—Madras made it an offence to enter their frontiers without a license (since modified, as before stated), Coorg (an island as it were were) was badly hit and so followed suit, and now Mysore and very rightly, too, as things stand. There now remains the C. and M. Station of Bangalore (who at present gives 14 days grace, that is to say, "Possession of Motor Vehicles only for 15 days in the half year will create liability for the half-year") to come into line and add revenue to its coffers by legislating on similar lines, but of course, excluding private cars and cycles licensed in Mysore, if that State reciprocates. Why should Madras cars be almost daily coming into Bangalore Cantonment and using its beautiful roads and pay nothing? Make them pay, and improve our street lights with the increased revenue accruing.

A FALSE POLICY (2)(2)

In England, motorists travel a lot and spend money, thus benefiting trade, etc., because one license covers the whole country. Here, if one wants to motor to that pleasant seaside resort, Cannanore, for ten days, one must before setting out (a) obtain a half year's license; Rs 18 in Mysore, (b) a license in Coorg and (c) on reaching Cannanore a Madras licence. If this trip is taken during a part of December and January—which is generally the case, one must before returning obtain another 3 months' license in Madras and the same in Coorg also a half-year's license in Mysore. At destination the trouble starts when submitting claims for refunds which, if initiated in January would procure a refund of (a) Madras 3/5th, of amount paid (b) Coorg not known but possibly the same as Madras and (c) Mysore half the amount paid. Judged by past experience in Madras, these claims take a long time to move and settle, and all this confusion for a journey of 200 miles away which, in Europe, lots of cars are doing every day or week.

Is it any wonder that motorists have cut down their touring, causing loss to Hotels, Trade, Central Government Revenue on loss in sales of petrol, tyres, etc and local Tolls.

A STEP IN THE RIGHT DIRECTION

To return to the subject of the Mysore Traffic Rules. Apart from what I have said about visiting motorists, the new Rules are a step forward in the right direction. They are thoroughly comprehensive, rates of taxation comparatively cheap every vehicle and animal using the roads will contribute to their up keep, (this latter is not the case in Madras, where roads are rapidly deteriorating for want of funds, due to the abolition of tolls on carts which, by the way, cause most damage to roads) whilst a feature of the Rules is the Special Road Fund for credit of all taxes, tolls and fees paid under this Regulation and to be administered by a Traffic Board (subject to the control of the Government) to include representatives of the local authorities in the State, owners of private motor vehicles, the users and proprietors of public service motor vehicles and persons having interests in agriculture, trade or commerce in Mysore.

It is also noted that, after deducting certain charges as administrative expenses in collecting taxes, tolls and fees, payments to Districts Boards and Municipalities for loss of tolls and vehicle tax, and certain other allotments, the fund shall be used on the construction and maintenance of roads and bridges in Mysore. Motorists, who contribute such a large share to general revenue, as also a special tax on petrol for improvement of arterial roads may feel assured that in Mysore the money collected under these Regulations will be expended on the betterment of roads and will, apart from the tax question already referred to, lead to increased motoring in beautiful Mysore, to the benefit of all.

One can visualise a tarred road from Bangalore to Tippagondahalli (new Water Works), about 20½ miles with a daily stream of motorists and picnic parties and adding to the half-way toll-gate takings. (2)(3)

Yours faithfully,
A. W. WATERS, Major (Retd.),
Hon. Dist. Representative
Automobile Association
of S. India for Mysore
State and C. and M.
Station, Bangalore,
10, Infantry Road,
Bangalore.

S. 16.

MFP—200S&P—(M-231)—11-6-34—50,000.

1 Sept-R.D.II The Madras Mail 165
dy 22nd January 1936.

Motorists in Bangalore

22/1/36

Concessions Under New Scheme of Taxation

(From our Staff Correspondent)

BANGALORE, Jan. 20.

The reciprocal arrangement which has till now obtained as between Bangalore Cantonment and Bangalore City in the matter of motor taxation will continue under the new scheme of motor taxation in Mysore and will, in fact, be improved in such a way that it will result in increased concessions to motorists in the Bangalore C. and M. Station.

The new scheme of motor taxation in Mysore State was brought into force on January 1. Before then motorists who paid the regulation taxes in the Cantonment were allowed the free use of the roads in Bangalore City and those who paid the tax in the City were allowed the free use of the roads in Bangalore Cantonment.

With the coming into force of the new scheme of taxation in Mysore State, however, the question was raised whether the old reciprocal arrangement would continue or not.

Formerly, the reciprocal arrangement was between the Bangalore C. and M. Station Municipal Commission and the Bangalore City Municipality. Under the scheme now in force in Mysore State, however, the Bangalore City Municipality has ceased to be the licensing authority, this work now being taken over by the Government and motorists in the State having to pay a "Provincial Tax" which gives them the freedom of all Municipal toll-gates in the State.

Present Position

The present position of a motorist in Bangalore C. and M Station is as follows: He pays the usual motor tax to the C. and M. Station Municipal Commission. He is allowed the use of roads in Bangalore Cantonment and Bangalore City.

Further, he need not pay toll at any of the *Municipal* toll-gates in the State. In fact, by paying his usual tax to the Municipal Commission of the C. and M. Station he will enjoy the same privileges as a motorist in Bangalore City who has paid his "Provincial Tax".

Thus the motorist in the C. and M. Station is now in a more advantageous position than he was before the coming into force of the new scheme of motor taxation in the State.

The motorist in Bangalore City will, as hitherto, be allowed the free use of the roads in Bangalore Cantonment.

S.P.T. R. II

The Daily Post 9/2/36

166

2-2-36.

Motor Vehicles Of C. & M. Station

CONDITIONS FOR EXEMPTION

The Government of Mysore exempt the motor vehicles of the Civil and Military Station, namely, private motor cars and cycles for the whole of Mysore, private motor lorries, in with the Municipal limits of Bangalore City, and motor cars, within the Municipal limits of Bangalore City, from the provisions of Sub-Section 6 of Section 9 of the Mysore Road and Taxes Regulation VI of 1935, when vehicles are using the roads mentioned above.

The Government further direct that in the case of the motor vehicles of the Civil and Military Station, the tokens indicating payment of taxes in the Civil and Military Station shall be deemed to be sufficient to indicate exemption, and that these vehicles shall not be required to exhibit the licenses of Mysore in the area in which they are thus exempted.

The said token of the Civil and Military Station shall be carried on the vehicle in the manner prescribed in Rule No 16 of the Mysore Motor Vehicles Tax Rules.

These arrangements will be in force up to and inclusive of the 31st March 1936.

- Nil

T.N.T
1034

S.N41

(167)

GOVERNMENT OF HIS HIGHNESS THE MAHARAJA OF MYSORE

General and Revenue Secretariat

No. Pol. 893

Dated, Bangalore, 27th February, 1936.

RECEIVED IN THE RESIDENCY BANGALORE.
23 FEB 1936
No. 2201
File No. 117635

From

M. VENKATESA IYENGAR, ESQ., M.A.,
Secretary to the Government of His Highness the Maharaja of Mysore.
General Department.

To

The Secretary to the Hon'ble the Resident in Mysore,
Bangalore.

Sir,

Subject:- Reciprocal arrangements between the Civil and Military Station of Bangalore, and the Mysore Government in the matter of taxes and tolls on motor vehicles.

S.N.35

(1) In continuation of this office letter No. Pol.766 dated 16/17th January 1936 on the above subject, I am directed to state that the tax was recovered from Dr. Ingram Cotton at Mulbagal, prior to the issue of instructions contained in Government Notification No. P.5009/Legis.46-35 dated 30th January 1936 exempting private motor cars of the Civil and Military Station, Bangalore, from payment of the vehicle tax. Some more instances of a similar kind have come to the notice of Government and instructions have been issued to the Inspector-General of Police to grant refund in such cases. Dr. Ingram Cotton also may be directed to apply to the Inspector-General of Police in Mysore for the refund.

(2) In this connection, I am to state that Government have received representations that tolls have been collected by the Civil & Military Station Municipality on motor vehicles of Bangalore City and other -- places. The parties have been directed to apply for refund. I am to request that arrangements may kindly be made for the refund of tolls collected in such cases.

I have the honour to be,
Sir,
Your most obedient servant,

M. Venkatesa Iyengar

GENERAL SECRETARY TO GOVERNMENT.

CSG;2.

S.N42

168

DEPARTMENT.

BRANCH.

File No.

Serial No.

Draft Letter ~~Memorandum~~ ~~Telegram~~ No.F.1176-35/R.O.TI.

No. Dated 6/37 19 36

Class for telegrams | Ordinary | Express | Urgent* | Priority | Class Limit† | *Only for Foreign Telegrams. | †Not for Foreign Telegrams.

To be issued on | Issued on

1st Reminder

2nd Reminder

3rd Reminder

Heading :

Case or Diary No.

If post copy of telegram required

Date of despatch of above

List of enclosures

(Code word for telegrams.)

S.N.24/Cp.117-118

S.N41./Cp.167.

From

The Secretary to the Resident.

To

The President, Municipal Commission,
C and M Station, Bangalore.

Subject:- Refund of taxes collected under the Mysore Road Traffic and Taxes Regulation, 1935(VI of 1935).

Sir,

With reference to your letter No.144/36, dated the 7th January 1936, I am directed to forward for favour of necessary action a copy of letter from the Government of Mysore, No.Pol. 893, dated the 28th February 1936.

I have etc.,

for Secretary to the Resident.

T.N.T.
3-3-36.

S. &
MGIPO—81—201 (GPS) 2427—(E 288)—27-4-32—50,000 Pads.

S.N 43 169

GOVERNMENT OF HIS HIGHNESS THE MAHARAJA OF MYSORE

General and Revenue Secretariat

No. Pol. 921/P

Bangalore, Dated, 5th March 1936.

From

M. Venkatesa Iyengar, Esq., M.A.,
Secretary to the Government of His Highness the Maharaja of Mysore
General Department.

To

The Secretary to the Hon'ble the Resident in Mysore,
Bangalore.

2/3/36
2 Secs
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6
2485
1176/35
S N 39/CP 154
9(C)

Sir,

Subject:- REFUND OF MOTOR VEHICLE TAX TO MR. E. F. WILLMOTT.

With reference to your letter No. F.1176-35/R.O.II dated 17th February 1936 on the above subject, I am directed to state that the matter has been referred to the Inspector-General of Police for necessary action.

I have the honour to be,
Sir,
Your most obedient servant,
M. Venkatesaiyengar
GENERAL SECRETARY TO GOVERNMENT.

CSG:

CSG

S.N44.

170

DEPARTMENT. File No.

BRANCH. Serial No.

Draft Letter / ~~Memorandum~~ / ~~Telegram~~ No.F.1176-35/R.O.II.

Class for telegrams | Ordinary | Express | Urgent* | Priority | Clear Line† | *Only for Foreign Telegrams. †Not for Foreign Telegrams.

No. Dated 11-3-1936

From

The Secretary to the Resident.

To

The President, Municipal Commission,
C and M Station, Bangalore.

To be issued on

Issued on

1st Reminder

2nd Reminder

3rd Reminder

Heading :

Case or Diary No.

If post copy of telegram required

Date of despatch of above

List of enclosures

(Code word for telegrams.)

Subject:- Refund of motor vehicle tax to Mr.E.F.Willmott.

Sir,

S.N.38
C.P. 152-153

With reference to your letter No.533/36, dated the 5th February 1936, I am directed to say that the Government of Mysore have informed this Residency that the matter has been referred to the Inspector-General of Police in Mysore for necessary action.

I have etc.,

for Secretary to the Resident.

S. G.

MGIPS—91—287 (GPS: DGP—(M-280)—27-4-32—50,000 P.15

11/3

9.3.36
T.N.T
9-3-36.

S.N.45

(171

Mr. M. VENKATESA IYENGAR, M.A.,
General Secretary to Government.

GENERAL AND REVENUE SECRETARIAT,

Bangalore, dated 10th March 1936
11

D.O. no. Pol. 939

Subject:- Reciprocal arrangements between the Civil and Military Station of -- Bangalore and the Mysore Government in the matter of taxes and tolls on motor vehicles.

Received on 12 MR 36
Ref. No. 2676
File No. 1176/35

Dear Major Edwards,

I am desired to refer to your D.O. letter No.F.1176-35/R.O.II, dated 21st January 1936 on the above subject in which you state that, under the proposed reciprocal arrangements, the Civil & Military Station stand to lose about Rs.4200/- per annum on account of the loss of tax on some "Foreign" cars and loss of tolls on the motor vehicles of Mysore, other than those of Bangalore City and ask for the views of the Government in the matter of making good this loss and to say in reply as follows:-

There will be some loss of revenue as stated by you on this account; but in view of the fact that the proposed rates of taxes on motor cabs, lorries and buses will be on a higher scale than those in force at present, and will yield additional revenue to the Civil & Military Station, it is quite probable that the small loss will be made up by such additional revenue. Apart from this, the Government of Mysore themselves stand to lose some revenue by the reciprocal arrangement. Under this arrangement, the Civil & Military Station motor cars can use Mysore roads free of all Municipal tolls throughout the State. On other vehicles, e.g., motor lorries, the Government lose the tolls at State Fund toll-gates in the area

(172

area in which such vehicles are permitted to ply. The loss of revenue from these items will probably amount to a figure much higher than the loss to the Civil & Military Station referred to by you.

In making the present tentative reciprocal arrangement Government were guided by the principle of complete reciprocity and they were aware that this might involve some financial sacrifice. As stated in their letter No. Pol.400 dated 3rd October 1935, Government thought that, in view of the position of the Civil & Military Station in the State complete reciprocity in the matter of these taxes was for mutual advantage. Such an arrangement must necessarily involve some re-adjustment which may mean loss in certain respects and advantage in others. The arrangement has to be judged as a whole and on this basis, the Government feel that the system is of mutual advantage to both parties and that no question of any compensation will arise in this case.

Yours Sincerely
M. Venkatesaliyengar

Major C.G.N. Edwards, I.A.,
Secretary to the Hon'ble the
Resident in Mysore, Bangalore.

S. N. 46

173

All communications should be addressed to the Secretary the Resident in Mysore, Bangalore, by designation and not by name.

No. F.1176-35.
R.O. II.

Issued 17/3

FROM

Major C.G.N.Edwards, I.A.,

SECRETARY TO THE HON'BLE THE RESIDENT IN MYSORE.

To

The President,

Municipal Commission, Civil and Military Station,

BANGALORE.

Dated Bangalore, 17th March 1936.

Reciprocal arrangements between the Civil and Military Station of Bangalore and the Government of Mysore in the matter of taxes and tolls on motor vehicles.

SIR,

S. N. 31 C. P. 132-133 (2)

S. N. 34 C. P. 129-131 (1)

(C)

In continuation of my letter No. F.1176-35/R.O.II., dated the 21st January 1936, I am directed to communicate the views of the Government of Mysore on the points raised in your letter No. 10084/35, dated the 11th January 1936.

2. The Government of Mysore realise that there will be some loss of revenue as stated in your letter; but in view of the fact that the proposed rates of taxes on motor cabs, lorries and buses will be on a higher scale than those in force at present and will yield additional revenue to the Civil and Military Station, they feel that it is quite probable that the small loss will be made up by such additional revenue. Apart from this, they observe that they themselves stand to lose some revenue by the reciprocal arrangement. Under this arrangement Civil and Military Station motor cars can use Mysore roads free of all Municipal tolls throughout the State. On other vehicles, e.g., motor lorries, the Government of Mysore lose the tolls at State Fund toll-gates in the area in which such vehicles are permitted to ply; and they feel that the loss of revenue from these items would probably amount to a much higher

figure

figure than the loss to the Civil and Military Station referred to in your letter.

3. The Government of Mysore add that in making the present tentative reciprocal arrangement they were guided by the principle of complete reciprocity and that they were aware that it might involve some financial sacrifice. As stated in their letter No.Pol.400, dated the 3rd October 1935, a copy of which was forwarded to you with my letter No.F.1176-35/R.O.II., dated the 15th November 1936, they think that in view of the position of the Civil and Military Station in the State, complete reciprocity in the matter of these taxes would make for mutual advantage. They say further that such an arrangement must necessarily involve some re-adjustment which may mean loss in certain respects and advantage in others, that the arrangement has to be judged as a whole, and that on this basis they feel that the system is of mutual advantage to both parties and that no question of any compensation arises.

I have the honour to be,

Sir,

Your most obedient servant,

d/c Hone 17/3

SECRETARY TO THE RESIDENT.

KS.

S.N. 47

13—2.000—5—4—1934. 175

No. 405/36
Enc. 7

CIVIL AND MILITARY STATION, BANGALORE
MUNICIPAL OFFICE

DATED 9th March 1936

From

L. J. MAC IVER, ESQ., I.C.S.,

President, Municipal Commission,

Civil and Military station, BANGALORE.

To

The Secretary to the Hon'ble the Resident
in Mysore,

BANGALORE.

13/3/36
11 MAR 36
2625
1176-35

File became available on 17/3/36

SIR,

Subject:-Reciprocal arrangements between the C. & M. Station of Bangalore and the Mysore Government in the matter of taxes and tolls on Motor Vehicles - Your letter No.F.1176-35/R.O.II. dated the 21st January 1936.

I have the honour to state that the Municipal Commission, at their special meeting held on the 10th February 1936, approved of certain amendments to the Municipal Bye-laws relating to motor vehicles, and the Bangalore (Civil & Military Station) Motor Vehicles Rules, 1927, providing for the following- vide copy of the Municipal Commission's resolution No.1, dated the 10th February 1936, enclosed.:-

Amendments to Bye-laws.

(1) Levy of a tax of Rs.200/- per (mensem) or Rs.100/- per half year on motor buses.

(2) Levy of taxes on private motor lorries at the New Mysore rates.

Amendments to Motor Vehicles Rules.

(3) Definitions of "Motor Cab", "Motor Lorry" and "unladen weight".

(4) Amendment to Rule 30 (2) of the Motor Vehicles Rules in regard to the levy of permit fees for motor vehicles let or plying for hire.

(5) Addition of a schedule to the Motor Vehicles Rules detailing the permit fees leviable on motor cabs, motor buses and motor lorries.

2. The amendments were published for objections - (vide copy of this office Notice No.709/36 dated the 12th February 1936, enclosed) and 4 objections, detailed below, were received (vide copies enclosed):-

176)

C.p. 181-182 infra (1) From the City & Cantonment Service Bus Owners' Association.

C.p. 183-184 infra (2) From Mr. C. H. Ashe of Messrs. C. H. Ashe & Co.,

C.p. 185 infra (3) From Mr. S. A. Hakim & others, Taxi Owners.

C.p. 186 infra (4) From The Bangalore Trades Association.

Objection No.1.- This seems to have been put forward under the misapprehension that payment of tax and permit fee on buses in the Station was an additional imposition over and above the payment to be made in the City. The objection did not take into account the fact that the Mysore Government would allow refund to the extent of the payment made in the Station.

Objection No.2.- Mr. Ashe considered that it was not fair to enhance either the tax or the permit fee in the case of buses running exclusively in the Station, and that, so far as the other buses were concerned, the total payment (tax plus permit fee) should not exceed Rs.200/-.

Objection No.3.- This is merely a protest against the enhancement of the permit fee on taxis from Rs.50/- to Rs.75/- per annum, on the ground that taxis were not so paying as they were once and that the enhanced fee would cause considerable loss to the taxi owners.

Objection No.4.- The Association did not consider the notice given sufficient and protested against the enhancement of tax or permit fee in the case of buses running exclusively in the Station. The Association suggested that expert opinion as to how the proposed enhancement of taxes and permit fees would affect trade and business in the Station, should have been taken.

P 187-189 infra

3. The objections were considered by the Municipal Commission at their special meeting held on the 3rd March 1936, when, on the motion of Mr. C. H. Ashe, seconded by Major A. S. Andrews, the Commission decided to retain the tax on buses at the present rate of Rs.45/- per annum and Rs.28/- per half-year and to charge a permit fee of Rs.10/- per seat per annum or Rs.5/- per seat per half-year, against the tax of Rs.200/- per annum or Rs.100/- per half-year and permit fees proposed in the resolution of the 10th February 1936. The other proposals approved by the Commission in their resolution of the 10th February 1936 were re-affirmed - Vide

P 178-180 infra

177

C P 187-189 infra

copy of the Municipal Commission's resolution No.3, dated the 3rd March 1936, enclosed.

4. I request that the Hon'ble the Resident may be pleased to confirm the Commission's resolution of the 10th February 1936, as amended by their resolution of the 3rd March 1936, to come into force with effect from the 1st April 1936. In the case of lorries let or plied for hire, the tax and the permit fee proposed would be equivalent to the tax levied by the Mysore Government on such vehicles.

† page 17 ? (M)

5. Proposals regarding the following matters will be placed before the Commission shortly and their decision will be submitted to the Hon'ble the Resident in due course:-

(1) Compensation to the Commission for loss on toll revenue.

(2) Exemption of certain motor vehicles from the payment of the Station Municipal tolls.

(3) Whether the half-yearly tax in the case of motor vehicles coming into the Station from outside and kept here for more than 14 days, should be levied or waived and in the latter case, whether any compensation should be claimed from the Mysore Darbar.

I have the honour to be,

Sir,

Your most obedient servant,

C Ramdas.

For PRESIDENT, M. C.

DIW.
9-3-36.

178

Municipal Commission's resolution dated the 10th February 1936. (Special Meeting).

---

1. Amendments to the Municipal Bye-laws and to the Bangalore (Civil and Military Station) Motor Vehicles Rules, 1927, for enhancing the Municipal taxes on certain motor vehicles and permit fees levied on motor vehicles let or plying for hire.

Recommended.

Mr. C. H. Ashe moved the following amendment and Mr. A. E. Hutchins seconded it:-

"that the tax on motor buses be reduced to Rs.45/- and the permit fee to be Rs.10/- per seat in addition."

The President put Mr. Ashe's amendment to the meeting and it was lost. He then put the amendments to the Municipal Bye-laws and the Motor Vehicles Rules, as recommended by the Standing Committee, to the meeting and they were approved.

Resolved that the following amendments to the Municipal Bye-laws and the Bangalore (Civil and Military Station) Motor Vehicles Rules, 1927, be approved and be published for objections:-

P. 17-19 of the Bye laws and Rules

Amendments to Bye-laws.

After the item "motor cycle with side-car" in Schedules 'A' & 'B' attached to Bye-law No.3, Chapter II, add the following under the yearly and half-yearly rates respectively:-

(X) Cf. Schedule IV-A at P 23 (M)

	Rs.
YEARLY.	
(X) Motor Bus. ..	200/-. X
Motor lorries. -	
(a) Not exceeding 15 cwt. in weight, unladen.	120/-.
(b) Exceeding 15 cwt. but not exceeding 25 cwt. in weight, unladen.	200/-.
(c) Exceeding 25 cwt. but not exceeding 30 cwt. in weight, unladen.	280/-.
(d) Exceeding 30 cwt. but not exceeding 35 cwt. in weight, unladen.	360/-.
(e) Exceeding 35 cwt. but not exceeding 50 cwt. in weight, unladen.	450/-.
(f) Exceeding 50 cwt. but not exceeding 70 cwt. in weight, unladen.	600/-.
(g) Exceeding 70 cwt. but not exceeding 100 cwt. in weight, unladen.	700/-.
(h) Exceeding 100 cwt. in weight, unladen.	1,000/-.
HALF-YEARLY.	
Motor Bus.	100/-.

Cf. Schedule II B at P. 17 of the Mysore Road Traffic & Taxation Regulations at (M)

179)

	Rs.
Motor lorries. -	
(a) Not exceeding 15 cwt. in weight, unladen.	60/-.
(b) Exceeding 15 cwt. but not exceeding 25 cwt. in weight, unladen.	100/-.
(c) Exceeding 25 cwt. but not exceeding 30 cwt. in weight, unladen.	140/-.
(d) Exceeding 30 cwt. but not exceeding 35 cwt. in weight, unladen.	180/-.
(e) Exceeding 35 cwt. but not exceeding 50 cwt. in weight, unladen.	225/-.
(f) Exceeding 50 cwt. but not exceeding 70 cwt. in weight, unladen.	300/-.
(g) Exceeding 70 cwt. but not exceeding 100 cwt. in weight, unladen.	350/-.
(h) Exceeding 100 cwt. in weight, unladen.	500/-.

Amendments to Motor Vehicles Rules.

1. Add the following as clauses (f), (g) and (h) to Rule 1 (3) of the Bangalore (Civil and Military Station) Motor Vehicles Rules:-

(f) "motor cab" means a public service motor vehicle used for the carriage of persons, other than a motor bus.

(g) "motor lorry" means a motor vehicle which is ordinarily used for the carriage or haulage of goods or goods and passengers and includes a trailer when so used, but does not include a trailer when drawn by a motor car constructed or adapted solely for the carriage of not more than seven persons including the driver and used for the carriage of their effects.

Cf. rule 2 of the Mysore Road Traffic and Taxes Regulation at (P)

(h) "unladen weight" in relation to a motor vehicle or trailer means the weight of the vehicle or trailer including all parts and equipment which are neeessary for and ordinarily used with the vehicle or trailer when working. Where alternative parts or bodies are used, the heaviest part or body shall be taken into account for the purpose of calculating the unladen weight.

2. Substitute the following for Rule 30 (2) of the Motor Vehicles Rules:-

P.130 (P)

"Every motor vehicle which is let or plies for hire shall be granted a permit on payment of a fee as set out in Schedule 'A' attached to these rules. This fee is exclusive of the Municipal tax. On sufficient cause being shown, a duplicate permit may be issued by the licensing authority on payment of Rs.10/-."

P.121 (P) Add the following Schedule at the end of the Motor Vehicles Rules:

Schedule 'A' - Rule 30 (2) - Permit Fees.

	YEARLY. Rs. a. p.	HALF-YEARLY. Rs. a. p.
(1) Motor cab	75- 0- 0.	37- 8- 0.
(2) Motor bus.		

180

	YEARLY.	HALF-YEARLY.
	Rs. a. p.	Rs. a. p.
(2) Motor bus . -		
Up to 12 seats including driver and conductor. ..	40- 0- 0.	20- 0- 0.
For every addition seat. ..	20- 0- 0.	10- 0- 0.
(3) Motor lorries. -		
(a) Not exceeding 15 cwt. in weight, unladen. ..	60- 0- 0.	30- 0- 0.
(b) Exceeding 15 cwt. but not exceeding 25 cwt. in weight, unladen. ..	100- 0- 0.	50- 0- 0.
(c) Exceeding 25 cwt. but not exceeding 30 cwt. in weight, unladen. ..	140- 0- 0.	70- 0- 0.
(d) Exceeding 30 cwt. but not exceeding 35 cwt. in weight, unladen. ..	180- 0- 0.	90- 0- 0.
(e) Exceeding 35 cwt. but not exceeding 50 cwt. in weight, unladen. ..	225- 0- 0.	112- 8- 0.
(f) Exceeding 50 cwt. but not exceeding 70 cwt. in weight, unladen. ..	300- 0- 0.	150- 0- 0.
(g) Exceeding 70 cwt. but not exceeding 100 cwt. in weight, unladen. ..	350- 0- 0.	175- 0- 0.
(h) Exceeding 100 cwt. in weight, unladen. ..	500- 0- 0.	250- 0- 0.

cf. item 2 in Schedule II B to the Mysore Road Traffic & Taxes Regulation (M) at p. 17

(File No.142 of 1931).

(Sd). F. R. BRISLEE.

PRESIDENT, M. C.

'C o p y'.

DIW.
9-3-36.
M.V. Lakshmanan.

Letter from the City & Cantonment Service Bus Owners' Association, New Bamboo Bazaar, Bangalore City, to the President Municipal Commission, C. & M. Station, Bangalore.

P 190 infra.

With reference to Notification No.709/36, dated the 12th February 1936, published in the "Daily Post" dated 13th February 1936, regarding the enhancement of Municipal Taxes on certain Motor Vehicles and Permit Fees levied on Motor Vehicles let or plying for hire, we the undersigned Bus Owners, plying between the City and the Cantonment, beg to bring the following facts for your kind consideration with the full hope that you will kindly come to our rescue:-

That there are at present 50 buses plying between City and Cantonment. As the number was very large and as there were no traffic for all these buses, the number was reduced to 25 per day by allowing 25 buses to run each day. Even for these 25 buses, it is no possible to find sufficient traffic and each bus does not make more than 6 to 7 trips per day, as it is well-known to the authorities concerned. The actual income derived by each bus is Rs.8/- per day and we have to pay a Service Tax of Rs.315/- per year to the Government of Mysore. This Service Tax has been imposed very recently with effect from 1st January 1936, along with this we are paying at present to the Civil and Military Station license fee of Rs.50/- that means we are paying about Rs.365/- per annum (at Rs.2/- per bus per day) as the bus runs only six months in a year. Our expenditure per each day on each bus is as follows:-

Particulars.		Rs. a. p.
Petrol - 2 gallons.	..	2- 6- 0.
Driver's pay.	..	1- 0- 0.
" batta.	..	0- 4- 0.
Conductor's pay.	..	0- 5- 0.
" batta.	..	0- 2- 0.
Oil.	..	0- 6- 0.
Inspector's pay.	..	0- 4- 0.
Service Taxes, etc.) now paying.)	..	2- 0- 0.
	Total:- Rs.	6-11- 0.

Rs.6-11-0 and our income is somewhere Rs.8/-, thus leaving a margin of Rs.1-5-0 to meet so many other expenses, such as wear, tear, interest on investment, etc. This fact clearly go to show that we are at present struggling for our existence itself and we are sure in the course of another quarters, many of us may disappear from the scene.

182)

In addition to the above taxation, if new taxation as proposed in the Notification referred above is imposed, we beg to bring to your kind notice that none of us will be in a position to bear the burden and all of us will have to put an end to the service. These are facts which are as clear as not to require any further explanation.

Therefore, we beg to submit our emphatic protest against the proposed enhancement of taxes, which if introduced will mean the entire ruination of our service, which have been dragging on in dreary existence. Not only this, but a large number of families which are depending upon these services will be out of employment and thus create a situation which will not be possible in any way to rescue. We hope and pray that you will kindly consider the above facts and help us in this connection, for which we shall ever be grateful and pray for your long life and prosperity.

'C o p y'.

DIW.
9-3-36.
M.V. Lakshmanan

183

Letter dated the 20th February 1936 from Mr. C. H. Ashe of Messrs. C. H. Ashe & Co., No.22, Richmond Road, Bangalore, to the President, Municipal Commission, Civil and Military Station, Bangalore.

With reference to your notice calling for objections as regards the enhancement of the Municipal tax and the permit fee for buses, I beg to state:-

(1) that the proposed amendments are against the arrangement definitely come to with the Mysore Government "that the enhancement of charges on buses in the Station should not exceed in all Rs.200/- a year." Vide Note 2 "Buses" on page 2 of the Note of the President dated 6-2-1936.

(2) there is absolutely no necessity for enhancing the tax and fee on buses plying exclusively in the C. & M. Station of Bangalore. The City or Mysore Roads are not used or traversed nor are the Municipal limits crossed. Such buses will not in any event come within the purview of the New Mysore Road Traffic and Taxes Regulations. No question of reciprocal arrangement arises between the Mysore Government and the C. & M. Station Municipal Commission.

(3) the principles guiding the taxation of buses in the City and the Mysore State can possibly have no application to the C. & M. Station on account of the peculiar conditions prevailing here. No C. & M. Station buses are allowed to ply for hire in the City area. It is only City buses or buses that first get their permits in the City that are allowed to ply for hire on certain roads in the C. & M. Station of Bangalore. Except for the buses plying between the City and the Cantonment, the holding of the bus permits in the City is almost a monopoly in the hands of a few bus owners. Each of such bus owners has the exclusive use of particular roads and routes. No other bus owner is allowed the use of that road.

Buses of the Mysore State though holding a permit for a particular area can travel anywhere beyond that area in the Mysore State on payment of the road cess only. If a bus of the Cantonment wants to go into the City or the State limits even for a casual trip it has to pay the full tax of Rs.7-8-0 per seat. In addition the full road cess of one anna per mile instead of nine pies per mile has to be paid.

Buses plying in the City have a much larger and morethickly populated area to cover. The largest distance a Cantonment bus can traverse is four miles, i.e. from Nilasandra to Fraser Town.

The grant of permits is very strictly regulated in the City and is governed by stringent rules.

The reason given for the amendment which has been approved by the Standing Committee is as stated by them "in order to equalise the charges levied on lorries and "buses".

There is no comparison whatsoever between lorries and buses. Lorries can ply for hire anywhere in the C. & M. Station and on any road. Lorries licensed to ply for hire in the C. & M. Station can ply anywhere in the Mysore State without paying any other permit fees or

184

road cess - only tolls have to be paid.

(5) The Mysore Government were considerate enough to give notice of the proposed taxation two years in advance. A committee was appointed, evidence taken, the bill was circulated and discussed. Bus owners knew what was coming and were warned in ample time to alter their buses and make the necessary arrangements to conform to the new Regulations. In the C. & M. Station barely a month was given for this vital matter to be discussed and dealt with.

I, therefore, as the largest owner of buses, lorries and taxis in the C. & M. Station of Bangalore, beg to submit that there is no reason whatsoever to amend the rules and bye-laws so far as the buses plying exclusively in the C. & M. Station of Bangalore are concerned. As regards other buses the arrangement come to with the Mysore Government that the enhancement should not exceed Rs.200/- in all should be strictly adhered to.

'C o p y'.

DIW.
9-3-36.
M.V. Lakshmanan.

185

Letter dated the 24th February 1936 from S. A. Hakeem and others, Taxi Owners, C. & M. Station, Bangalore, to the President, Municipal Commission, Civil and Military Station, Bangalore.

We, the petitioners, beg to humbly and respectfully submit that we are poor persons, owning one or two taxies, on loans raised, depending for our maintenance from the small earnings, that we are destined make up according to our fate, with our families, and subjecting ourselves to all the conditions and rules laid out by the authorities for such taxis.

That your honour is aware that the C. & M. Station area is comparatively and proportionately very many times smaller than the full area of the 8 districts of the Mysore Province, since C. & M. Station comprises only few square miles, including all its extensions.

That while the Mysore Government charge only Rs.120/- for a whole year, made payable easily in four instalments at Rs.30/- every quarters, and permitted the taxies to run throughout the Province, the C. & M. Station, for its small area charge Rs.45/- for Municipal license and Rs.50/- (payable half yearly at Rs.25/-) for the L/Permit, which is much too high, when the Mysore Government charge for the whole Province is considered.

That we are now required as per advertisement in the "Daily Post" dated 12-2-1936, to pay an enhanced rate of Rs.75/- for the said L/Permit for a year, against the present Rs.50/-. This additional Rs.25/- makes up a total of Rs.120/- for a year for the C. & M. Station also.

That we are now suffering very much, not being able to even meet the payment of the present taxes and the maintenance of our taxies with salaries to driver, cleaners, in competition with the increased number of buses now running in this Station to all parts of the Station, whereby, even the few drops that we were getting are now deprived to us by the cheap running of buses at one anna a passenger from place to place.

That we, therefore, most humbly pray your honour to consider our position and helplessness and render justice by kindly cancelling the proposed enhancement of Rs.25/- for the L/Permit in this Station and help us poor persons and for which we shall all ever pray.

DIW.
9-3-36.
M.V. Lakshmanan.

'C o p y'.

1186

Letter dated the 24th February 1936 from the Honorary Secretary, Bangalore Trades Association, 17-A South Parade, Bangalore, to the President, Municipal Commission, Civil & Military Station, Bangalore.

On behalf of the Bangalore Trades Association, I have to bring before you the following representations with refernce to the proposed enhancement of the license fees for buses in the Civil and Military Station.

The Association feel that quite insufficient notice has been given of the proposed changes which seek to effect such drastic alterations of the license fees resulting in some cases in an increase of taxation by over 300 per cent. Further, if our information is correct, the views of some of the persons who would be mostly affected by the changes were not called for and the question was gone into only by a sub-committee of the Municipal Commission, which did not have before it any expert opinion relating to how the enhancement of the taxes would effect trade and business in the Station.

This Association do not see any valid reason for enhancement of th taxes on buses which run exclusively within the Civil and Military Station area and do not at all use the Bangalore City or Mysore roads. There is a great deal of difference between buses which ply in the C. & M. Station and those which ply in Bangalore City. The prospects of business in the City, naturally, because of the greater population therei and the greater mileage of roads, are much better than what can be expected in the Cantonment area. On this account alone the proposal for raising the taxation on buses in the C. & M. Station to the same level as obtains in the City stands condemned. The condition obtaining in these two areas are greatly dissimilar.

(X) In the Note issued by the Municipal Commission it is stated that i the Commission does not enhance the taxation to the level it obtains in the City, buses from the C. & M. Station, which ply in the City also, wi will be required to pay the difference between the C. & M. Station fees and the City fees to the Government of Mysore and that instead of the Government of Mysore profiting by such a payment the benefit may go to the Commission. But, as will be seen easily, this argument cannot apply to buses which use the C. & M. Station roads only and never enter the City.

c.p. 156-162 (C)

Merely because the Mysore Government have enhanced the taxation in their area and, with a view to making it impossible for the City Bus Owners to evade that taxation by transferring their business to the Cantonment, they have insisted upon collecting the difference whenever a bus from the Cantonment enters the City, it is no reason why bus owners' in the Cantonment should suddenly be asked to pay an increase of 300 per cent in taxation.

This Association, therefore, hopes that the drastic proposals will be reviewed in consultation with the persons affected and fresh and more justifiable proposals drafted.

'C o p y'.

DIW.
9-3-36.
M.V. Lakshmanan.

Municipal Commission's resolution dated the 3rd March 1936. (Special Meeting).

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3. Objections received in regard to the proposed enhancement of Municipal taxes on certain motor vehicles and permit fees levied on motor vehicles let or plying for hire.

Mr. C. H. Ashe moved that the tax on motor buses be reduced to Rs.45/- and that the permit fee be fixed at Rs.10/- per seat.

Major A. S. Andrews seconded the amdndment.

The President put the amendment to the meeting and it was carried.

/ P. 178-180 supra

Resolved that the Commission's resolution No.1, dated the 10th February 1936, approving of certain amendments to the Municipal Bye-law and to the Bangalore (Civil and Military Station) Motor Vehicles Rules, for enhancing taxes on certain motor vehicles and permit fees levied on motor vehicles let or plying for hire, be re-affirmed with the exception of the tax and permit fees on motor buses, the former remaining at the present rate of Rs.45/- yearly and Rs.28/- half-yearly, and the latter being charged at Rs.10/- per seat per year or Rs.5/- per seat per half-year instead of the rates proposed in the resolution of the 10th February 1936, and the headings "Motor Car 15 cwts. and over" in Schedules 'A' & 'B' attached to Bye-law No.3, Chapter II, being changed to "Motor car 15 cwts. and over and Motor Bus."

§ 178-180 supra

Amendments to Bye-laws.

Change the headings "Motor car 15 cwts. and over" in Schedules 'A' & 'B' attached to Bye-law No.3, Chapter II, to "Motor car 15 cwts and over and Motor bus".

P.171 Bye laws post

After the item "motor cycle with side-car" in Schedules 'A' & 'B' attached to Bye-law No.3, Chapter II, add the following under the yearly and half-yearly rates respectively:-

YEARLY.	Rs.
Motor Lorries. -	
(a) Not exceeding 15 cwt. in weight, unladen.	120/-.
(b) Exceeding 15 cwt. but not exceeding 25 cwt. in weight, unladen.	200/-.
(c) Exceeding 25 cwt. but not exceeding 30 cwt. in weight, unladen.	280/-.

188)

	Rs.
(d) Exceeding 30 cwt. but not exceeding 35 cwt. in weight, unladen.	360/-.
(e) Exceeding 35 cwt. but not exceeding 50 cwt. in weight, unladen.	450/-.
(f) Exceeding 50 cwt. but not exceeding 70 cwt. in weight, unladen.	600/-.
(g) Exceeding 70 cwt. but not exceeding 100 cwt. in weight, unladen.	700/-.
(h) Exceeding 100 cwt. in weight, unladen.	1,000/-.

HALF-YEARLY.

Motor Lorries -

(a) Not exceeding 15 cwt. in weight, unladen.	60/-.
(b) Exceeding 15 cwt. but not exceeding 25 cwt. in weight, unladen.	100/-.
(c) Exceeding 25 cwt. but not exceeding 30 cwt. in weight, unladen.	140/-.
(d) Exceeding 30 cwt. but not exceeding 35 cwt. in weight, unladen.	180/-.
(e) Exceeding 35 cwt. but not exceeding 50 cwt. in weight, unladen.	225/-.
(f) Exceeding 50 cwt. but not exceeding 70 cwt. in weight, unladen.	300/-.
(g) Exceeding 70 cwt. but not exceeding 100 cwt. in weight, unladen.	350/-.
(h) Exceeding 100 cwt. in weight, unladen.	500/-.

Amendments to Motor Vehicles Rules.

(X) P3 of (P)

1. Add the following as clauses (f), (g) and (h) to Rule 1 (3) of the Bangalore (Civil and Military Station) Motor Vehicles Rules:-

(f) "motor cab" means a public service motor vehicle used for the carriage of persons, other than a motor bus.

(g) "motor lorry" means a motor vehicle which is ordinarily used for the carriage or haulage of goods or goods and passengers and includes a trailer when so used, but does not include a trailer when drawn by a motor car constructed or adapted solely for the carriage of not more than seven persons including the driver and used for the carriage of their effects.

(h) "unladen weight" in relation to a motor vehicle or trailer means the weight of the vehicle or trailer including all parts and equipment which are necessary for and ordinarily used with the vehicle or trailer when working. Where alternative parts or bodies are used, the heaviest part or body shall be taken into account for the purpose of calculating the unladen weight.

P 13 of (P)

2. Substitute the following for Rule 30 (2) of the Motor Vehicles Rules:-

"Every motor vehicle which is let or plies for hire shall be granted a permit on payment of a fee as set out in

189

Schedule 'A' attached to these rules. This fee is exclusive of the Municipal tax. On sufficient cause being shown, a duplicate permit may be issued by the licensing authority on payment of Rs.10/-"

Add the following schedule at the end of the Motor Vehicles Rules:-

Schedule A - Rule 30 (2) - Permit Fees.

	Yearly.	Half-Yearly.
	Rs. a. p.	Rs. a. p.
(1) Motor cab ..	75- 0- 0.	37- 8- 0.
(2) Motor bus. -		
For every seat ..	10- 0- 0.	5- 0- 0.
(3) Motor lorries. -		
(a) Not exceeding 15 cwt. in weight, unladen.	60- 0- 0.	30- 0- 0.
(b) Exceeding 15 cwt. but not exceeding 25 cwt. in weight, unladen.	100- 0- 0.	50- 0- 0.
(c) Exceeding 25 cwt. but not exceeding 30 cwt. in weight, unladen.	140- 0- 0.	70- 0- 0.
(d) Exceeding 30 cwt. but not exceeding 35 cwt. in weight, unladen.	180- 0- 0.	90- 0- 0.
(e) Exceeding 35 cwt. but not exceeding 50 cwt. in weight, unladen.	225- 0- 0.	112- 8- 0.
(f) Exceeding 50 cwt. but not exceeding 70 cwt. in weight, unladen.	300- 0- 0.	150- 0- 0.
(g) Exceeding 70 cwt. but not exceeding 100 cwt. in weight, unladen.	350- 0- 0.	175- 0- 0.
(h) Exceeding 100 cwt. in weight, unladen.	500- 0- 0.	250- 0- 0.

cf. p.179-180 Supra.

(File No.142 of 1931).

(Sd). L. J. MacIver.

PRESIDENT, M. C.

'C o p y'.

DIW.
9-3-36.
M.V. Lakshmanan.

No. 709/36, Dated 12th February, 1936.

NOTICE.

With a view to enhance the Municipal taxes on certain motor vehicles and permit fees levied on motor vehicles let or plying for hire, the Municipal Commission, at their Special Meeting held on the 10th February 1936, approved of the following amendments to the Municipal Bye-laws and to the Bangalore (C. & M. Station) Motor Vehicles Rules, 1927 :—

Amendments to Bye-laws.

After the item "motor cycle with side-car" in Schedules 'A' and 'B' attached to Bye-law No. 3, Chapter II, add the following under the yearly and half-yearly rates respectively:—

		Rs.
YEARLY.		
Motor Bus	...	200.
Motor Lorries—		
(a) Not exceeding 15 cwt. in weight, unladen	...	120.
(b) Exceeding 15 cwt. but not exceeding 25 cwt. in weight, unladen	...	200.
(c) Exceeding 25 cwt. but not exceeding 30 cwt. in weight, unladen	...	280.
(d) Exceeding 30 cwt. but not exceeding 35 cwt. in weight, unladen	...	360.
(e) Exceeding 35 cwt. but not exceeding 50 cwt. in weight, unladen	...	450.
(f) Exceeding 50 cwt, but not exceeding 70 cwt. in weight, unladen	...	600.
(g) Exceeding 70 cwt, but not exceeding 100 cwt. in weight, unladen	...	700.
(h) Exceeding 100 cwt. in weight, unladen	...	1,000.
HALF-YEARLY.		
Motor Bus	...	100.
Motor Lorries —		
(a) Not exceeding 15 cwt. in weight, unladen	...	60.
(b) Exceeding 15 cwt, but not exceeding 25 cwt. in weight, unladen	...	100.
(c) Exceeding 25 cwt, but not exceeding 30 cwt. in weight, unladen	...	140.
(d) Exceeding 30 cwt. but not exceeding 35 cwt. in weight, unladen	...	180.
(e) Exceeding 35 cwt. but not exceeding 50 cwt. in weight, unladen	...	225.
(f) Exceeding 50 cwt. but not exceeding 70 cwt. in weight, unladen	...	300.
(g) Exceeding 70 cwt. but not exceeding 100 cwt. in weight, unladen	...	350.
(h) Exceeding 100 cwt. in weight, unladen.	...	500.

Amendments to Motor Vehicles Rules.

1. Add the following as clauses (f), (g) and (h) to Rule I (3) of the Bangalore (Civil and Military Station) Motor Vehicles Rules :—

(f) "motor cab" means a public service motor vehicles used for the carriage of persons, other than a motor bus.

(g) "motor lorry" means a motor vehicle which is ordinarily used for the carriage or haulage of goods or goods and passengers and includes a trailer when so used, but does not include a trailer when drawn by a motor car constructed or adapted solely for the carriage of not more than seven persons including the driver and used for the carriage of their effects.

(h) "unladen weight" in relation to a motor vehicle or trailer means the weight of the vehicle or trailer including all parts and equipment which are necessary for and ordinarily used with the vehicle or trailer when working. Where alternative parts or bodies are used, the heaviest part or body shall be taken into account for the purpose of calculating the unladen weight.

(2.) Substitute the following for Rule 30 (2) of the Motor Vehicles Rules:—

"Every motor vehicle which is let or plies for hire shall be granted a permit on payment of a fee as set out in Schedule 'A' attached to these rules. This fee is exclusive of the Municipal tax. On sufficient cause being shown, a duplicate permit may be issued by the licensing authority on payment of Rs. 10."

Add the following Schedule at the end of the Motor Vehicles Rules :—

Schedule A-Rule 30 (2)-Permit Fees.

	YEARLY Rs. A. P.	HALF-YEARLY. Rs. A. P.
(1) Motor cab ...	75 0 0	37 8 0
(2) Motor bus		
Up to 12 seats including [redacted]	[redacted]	[redacted]
For every additional seat	20 0 0	
(3) Motor lorries		
(a) Not exceeding 15 cwt. in weight, unladen ...	60 0 0	30 0 0
(b) Exceeding 15 cwt. but not exceeding 25 cwt. in weight, unladen ...	100 0 0	50 0 0
(c) Exceeding 25 cwt. but not exceeding 30 cwt. in weight, unladen ...	140 0 0	70 0 0
(d) Exceeding 30 cwt. but not exceeding 35 cwt. in weight, unladen ...	180 0 0	90 0 0
(e) Exceeding 35 cwt. but not exceeding 50 cwt. in weight, unladen ...	225 0 0	112 8 0
(f) Exceeding 50 cwt. but not exceeding 70 cwt. in weight, unladen ...	300 0 0	150 0 0
(g) Exceeding 70 cwt,. but not exceeding 100 cwt. in weight, unladen ...	350 0 0	175 0 0
(h) Exceeding 100 cwt. in weight, unladen ...	500 0 0	250 0 0

2. Objections and suggestions should reach the President, Municipal Commission, on or before the 24th February 1936.

C. P. CHANDRAN,

S.N.48

191

Received 20-3-36.

Issued 17 August

By 20/3.

DEPARTMENT. File No.

BRANCH. Serial No.

Draft Letter / Memorandum / Telegram No.F.1176-35/R.U.II.

Class for telegrams. Ordinary / Express / Urgent* / Priority / Clear Line† *Only for Foreign Telegrams. †Not for Foreign Telegrams.

No. Dated 20/3/ 1936

From

The Secretary to the Resident.

To

The President, Municiapl Commission, C and M Station, Bangalore.

To be issued on	Issued on
1st Reminder	
2nd Reminder	
3rd Reminder	

Heading :

Case or Diary No.

If post copy of telegram required

Date of despatch of above

List of enclosures

(Code word for telegrams.)

Subject:- Reciprocal arrangements between the C and M Station of Bangalore and the Mysore Government in the matter of taxes and tolls on motor vehicles.

S.N.47/Cp 178-190 @ C

Reference your letter No.405-36, dated the 9th March 1936.

* S.N.47/Cp 178-180 @ C

2. The Resolution of the Municipal Commission No.1, dated * the 10th February 1936, as amended by their resolution No.3, dated # the 3rd March 1936 is confirmed and will come into force with effect from ~~the~~ 1st April 1936.

S.N.47/Cp 187-189. @ C

3. It is requested that separate notifications may be issued, one amending the Municipal Bye-Law and the other ~~the other~~ the Bangalore (Civil and Military Station) Motor Vehicles Rules.

4.

S. G.
MGIPS—91—207 (GPS) DGP—(M-260)—27-4-32 —50,000 Pads.

(192)

4. The notifications may kindly be forwarded to this Residency at a very early date for publication in the Mysore Residency Orders dated the 1st April 1936.

Clone 20/3

Secretary to the Resident.

Clone 20/3

mas 19/3/36

as 19.3.36

T.H.T 19-3-36

L. 20/3

IMMEDIATE. S N 47

193

Mr. M. VENKATESA IYENGAR, M.A.,
General Secretary to Government.

GENERAL AND REVENUE SECRETARIAT,

Bangalore, dated 20-3-1936.

D.O. No. Pol. 981 / P

21/3

OFFICE OF THE RESIDENT IN MYSORE.
BANGALORE.
21 MAR. 1936
3020
1176/35

Re: Reciprocal arrangements between the Civil and Military Station of Bangalore and the Mysore Government in the matter of taxes and tolls on motor vehicles.

Dear Major Edwards,

S N 34
Exp. 141-142

I am desired to invite reference to correspondence ending with your D.O. No. F.1176-35/R.O.II, dated 22nd January 1936 on the above subject, and to state that the period of the temporary reciprocal arrangements expires on the 31st of this month. Permanent reciprocal arrangements have to be brought into force on and from 1st April 1936.

2. I am to enquire if the proposed revision of taxes in the Civil and Military Station has been effected and if so, the date from which the new taxes come into force. A copy of the Notification showing the new rates of taxes may kindly be sent for the information of Government.

S
S.N 22
Exp. 112

3. In para 1 of your D.O. No. F.1176-35/R.O.II, dated 25th December 1935 you stated that you would address Government formally on the subject of permanent reciprocal arrangements. I am to request the favour of your expediting this communication, so that necessary arrangements may be made and notifications regarding the new arrangements issued to all concerned in time.

Yours Sincerely
M. Venkatesa Iyengar

Major C.G.N. Edwards, I.A.,
Secretary to the Hon'ble the
Resident in Mysore,
BANGALORE.

Immediate
2 drafts
draft 1

DEPARTMENT.

BRANCH.

File No.

Serial No.

Draft Letter / Memorandum / Telegram

No.F.1176/35/R.O.II.

Dated 24/3/ 1936

Class for telegrams

Ordinary
Express
Urgent*
Priority
Clear Line†

*Only for Foreign Telegrams.

†Not for Foreign Telegrams.

No.

From The Secretary to the Resident.

To

The President, Municipal Commission, C and M Station, Bangalore.

To be issued on

Issued on

1st Reminder

2nd Reminder

3rd Reminder

Heading :

Case or Diary No.

If post copy of telegram required

Date of despatch of above

List of enclosures

(Code word for telegrams.)

Subject:- Reciprocal arrangements between the Civil and Military - Station of Bangalore and the Mysore Government in the matter of taxes and tolls on motor vehicles.

Sir,

I am directed to refer to my letter No.F.1176-35/R.O.II, dated the 7th February 1936, and to say that the period of temporary reciprocal - arrangements expires on the 31st March 1936. I am therefore to request xxxx you to be so good as to submit proposals regarding permanent reciprocal arrangements to be brought into force on and from 1st April 1936, so that the Mysore Government may issue the necessary notifications to all concerned in time.

I have etc.,

Secretary to the Resident.

S.N. 37/Cr.p.152

S. S.
MGIPS—81—207 (GPS) DGP—(M 260)—[illegible]—[illegible] Press

195

2 drafts
Draft II

Issued
24/3

DEPARTMENT. File No.

BRANCH. Serial No.

D.O.

Draft Letter / Memorandum / Telegram No.F. 1176-35/R.O.II.

No. Dated 24/3/ 1936

From

The Secretary to the Resident.

To

M.Venkatesa Iyengar, Esqr.,M.A.,
General Secretary to the
Government of Mysore.

Class for telegrams

Ordinary
Express
Urgent*
Priority
Clear Line†

*Only for Foreign Telegrams.

†Not for Foreign Telegrams.

To be issued on

Issued on

1st Reminder

2nd Reminder

3rd Reminder

Heading :

Case or Diary No.

If post copy of telegram required

Date of despatch of above

List of enclosures

(Code word for telegrams.)

Subject:- Reciprocal arrangements between the Civil and Military Station of Bangalore and the Mysore Government in the matter of taxes and tolls on motor vehicles.

D.O.

My dear Mr. Venkatesa Iyengar

I am desired to acknowledge with thanks the receipt of your # D.O.letter No.Pol.981/P, dated the 20th March 1936, and to say that the President, Municipal Commission C and M Station, Bangalore has been addressed in the matter of - permanent reciprocal arrangements to be brought into force on and from 1st April 1936 and That a further communication will be sent to you on receipt of his reply.

2. As regards the revision of taxes in

#SN.49/cp193

vide SN50
cp.194

S. S.
MGIPC—91—207 (GPS) DCP—(M-260)—27-4-32—30,000 Pads.

/196

c.p. 178-180 of (C)

1) No. 1, dated the 10th Feb. 1936

2) No. 3, dated the 3rd March 1936.

c.p. 187-189 of (C)

in the Civil and Military Station of Bangalore, I am to ~~xxxx~~ enclose copies of the resolutions of the Municipal Commission noted in the margin and to say that the resolution of the 10th February 1936, as amended by the resolution of the 3rd March 1936, has been confirmed by the Hon'ble the Resident and will come into force with effect from the 1st April 1936.

Notifications showing the new rates will be forwarded to you in due course.

Yours

None
23/3

Q8
21.3.36
T.N.T.
21-3-36.

J2/
KD
23-3

Close Diary S.N.52 Immediate 1197

No. 405/36

13—2,000—5—4—1934.

CIVIL AND MILITARY STATION, BANGALORE
MUNICIPAL OFFICE.

DATED 26th March 1936.

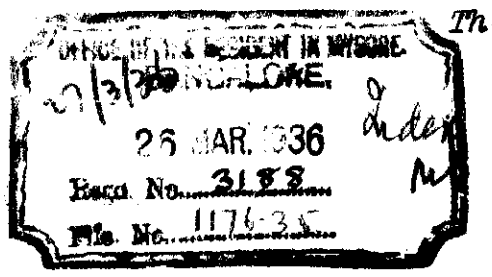
From

L. J. MAC IVER, ESQ., I.C.S.,

President, Municipal Commission,

Civil and Military station, BANGALORE.

To



The Secretary to the Hon'ble the Resident in Mysore,

Bangalore.

SIR,

Reciprocal arrangements between the Civil and Military Station of Bangalore and the Mysore Government in the matter of taxes and tolls on motor vehicles - Your letter No.F.1176-35/R.O.II, dated the 23rd/24th March 1936.

I have the honour to state that the following are the permanent reciprocal arrangements which will be given effect to from the 1st April 1936 :-

(1) All private motor cars and motor cycles carrying the Mysore Provincial license and not kept in the Station will be exempt from the Civil and Military Station Municipal tolls and taxes.

The question of the liability for 6 months' tax in the case of visitors cars is receiving consideration.

(2) All motor cabs or taxis licensed by the Mysore Government and not kept in the Station will be exempt from the Station Municipal tolls and taxes and permit fees under the Motor Vehicles Rules.

(3) All motor lorries (private and plying for hire) licensed by the Mysore Government and not kept in the Station will be allowed the free use of the Station roads and will be exempt from the Station Municipal tolls and taxes and permit fees under the Motor Vehicles Rules.

(4) All motor buses licensed by the Mysore Government (not kept in the Station) and plying for hire between

P. T. O.

198

the Civil and Military Station and Bangalore City will be exempt from the Station Municipal tolls and taxes but will have to pay permit fee at the rate of Rs.10/- per seat per annum or Rs.5/- per seat per half-year.

They will obtain a refund from the Mysore Government to the extent of the payment made in the Station.

2. A notice is being published in the local papers to the effect that all motor vehicles carrying the Mysore license will be exempt from the Station Municipal tolls with effect from the 1st April 1936. It is expected that the Mysore Government will publish a similar notification applicable to motor vehicles licensed by the Civil and Military Station.

I have the honour to be,
Sir,
Your most obedient servant,

President, M. C.

MVL.
26-3-36.

No. 1447/36.

Civil and Military Station, Bangalore,
Municipal Office,
dated 25th March 1936.

199

NOTIFICATION.

In exercise of the powers conferred upon them by Section 137 (1) (i) of the Bangalore Municipal Law, 1897, the Municipal Commission for the Civil and Military Station, Bangalore, approved of the following amendments to Schedules 'A' and 'B' attached to Bye-law No.3, Chapter II - Assessment and Collection - Tax on Vehicles and Animals :-

P-17 Bye-laws

" Change the headings "Motor Car 15 cwts. and over " in Schedules 'A' & 'B' attached to Bye-law No.3, Chapter II to "Motor Car 15 cwts. and over and Motor bus".

After the item "motor cycle with side-car" in Schedules 'A' and 'B' attached to Bye-law No.3, Chapter II, add the following under the yearly and half-yearly rates respectively:-

	Rs.
Yearly.	
Motor lorries -	
(a) Not exceeding 15 cwt. in weight, unladen.	120/-
(b) Exceeding 15 cwt. but not exceeding 25 cwt. in weight, unladen. ..	200/-
(c) Exceeding 25 cwt. but not exceeding 30 cwt. in weight, unladen.	280/-
(d) Exceeding 30 cwt. but not exceeding 35 cwt. in weight, unladen.	360/-
(e) Exceeding 35 cwt. but not exceeding 50 cwt. in weight, unladen, ...	450/-
(f) Exceeding 50 cwt. but not exceeding 70 cwt. in weight, unladen.	600/-
(g) Exceeding 70 cwt. but not exceeding 100 cwt. in weight, unladen.	700/-
(h) Exceeding 100 cwt. in weight, unladen.	1,000/-.
Half-yearly.	Rs.
Motor lorries -	
(a) Not exceeding 15 cwt. in weight, unladen.	60/-
(b) Exceeding 15 cwt. but not exceeding 25 cwt. in weight, unladen.	100/-
(c) Exceeding 25 cwt. but not exceeding 30 cwt. in weight, unladen.	140/-
(d) Exceeding 30 cwt. but not exceeding 35 cwt. in weight, unladen.	180/-
(e) Exceeding 35 cwt. but not exceeding 50 cwt. in weight, unladen.	225/-

900

Rs.

(f) Exceeding 50 cwt. but not exceeding 70 cwt. in weight, unladen. 300/-

(g) Exceeding 70 cwt. but not exceeding 100 cwt. in weight, unladen. 350/-

(h) Exceeding 100 cwt. in weight, unladen. .. 500/-."

2. The amendments have been confirmed by the Hon'ble the Resident as required by Section 139 (1) of the Bangalore Municipal Law and will come into force with effect from the 1st April 1936.

L. J. Mac Iver,

President, M. C.

No.1447/36. dated 25th March 1936.

Copy to the Secretary to the Hon'ble the Resident in Mysore, Bangalore, for favour of publication in the next issue of the Mysore Residency Orders, with reference to his letter No.F.1176-35/R.O.II, dated the 20th February 1936.

for President, M. C.

MVL.
25-3-36.

SN 48/e.p 191-192

OFFICE OF ... Bangalore
27 MR 36
Rec'd 3194
No. 1176/35

Sl 4

201

No: 1455-36

copy kept in F. 37-36 Corrections carried out in Motor Vehicles Rules book.

Civil and Military Station, Bangalore.

Municipal Office.

Dated 2-4 March 1936.

NOTIFICATION.

In exercise of the powers conferred upon them by Section 11 of the Indian Motor Vehicles Act (Act VIII of 1914), as applied to the Civil and Military Station, Bangalore, the Municipal Commission for the Civil and Military Station, Bangalore, approved of the following additions and amendments to the Bangalore (Civil and Military Station) Motor Vehicles Rules, 1927:-

1. Add the following as clauses (f), (g) and (h) to Rule 1 (3) of the Bangalore (Civil and Military Station) Motor Vehicles Rules:- (Y)

(f) "motor cab" means a public service motor vehicle (Y) used for the carriage of persons, other than a motor bus.

Page 3 (P)

(g) "motor lorry" means a motor vehicle which is ordinarily used for the carriage or haulage of goods or goods and passengers and includes a trailer when so used, but does not include a trailer when drawn by a motor car constructed or adapted solely for the carriage of not more than seven persons including the driver and used for the carriage of their effects.

(h) "unladen weight" in relation to a motor vehicle or trailer means the weight of the vehicle or trailer including all parts and equipment which are necessary for and ordinarily used with the vehicle or trailer when working. Where alternative parts or bodies are used, the heaviest part or body shall be taken into account for the purpose of calculating the unladen weight.

P.13 (P)

2. Substitute the following for Rule # 30 (2) of the Motor Vehicles Rules:-

"Every motor vehicle which is let or plies for hire shall be granted a permit on payment of a fee as set out in Schedule A attached to these rules. This fee is exclusive of the Municipal tax. On sufficient cause being shown, a duplicate permit may be issued by the licensing authority on payment of Rs.10/-."

(OVER...

202

Add the following Schedule at the end of the Motor Vehicles Rules:-

Schedule A - Rule 30 (2) - Permit Fees.

	Yearly.	Half-Yearly.
(1) Motor cab	Rs. 75- 0- 0.	Rs. 37- 8- 0.
(2) Motor bus. -		
For every seat	" 10- 0- 0.	" 5- 0- 0.
(3) Motor lorries. -		
(a) Not exceeding 15 cwt. in weight, unladen	" 60- 0- 0.	" 30- 0- 0.
(b) Exceeding 15 cwt. but not exceeding 25 cwt. in weight, unladen	" 100- 0- 0.	" 50- 0- 0.
(c) Exceeding 25 cwt. but not exceeding 30 cwt. in weight, unladen	" 140- 0- 0.	" 70- 0- 0.
(d) Exceeding 30 cwt. but not exceeding 35 cwt. in weight, unladen	" 180- 0- 0.	" 90- 0- 0.
(e) Exceeding 35 cwt. but not exceeding 50 cwt. in weight, unladen	" 225- 0- 0.	" 112- 8- 0.
(f) Exceeding 50 cwt. but not exceeding 70 cwt. in weight, unladen	" 300- 0- 0.	" 150- 0- 0.
(g) Exceeding 70 cwt. but not exceeding 100 cwt. in weight, unladen	" 350- 0- 0.	" 175- 0- 0.
(h) Exceeding 100 cwt. in weight, unladen	" 500- 0- 0.	" 250- 0- 0.

S.N 48/Cp 191 9(c)

2. The additions and amendments have been confirmed by the Hon'ble the Resident and will come into force with effect from the 1st April 1936.

27 MAR. 36
Regd No. 3193
File No. 1176/35

L. J. MACIVER.

PRESIDENT, M. C.

No: 1455/36 dated 30th March 1936.

Copy forwarded to the Secretary to the Hon'ble the Resident in Mysore, Bangalore, for favour of publication in the next issue of the Mysore Residency Orders, with reference to his letter No.F.1176-35/R.O.II., dated the 20th March 1936.

S.N.48 Cp. 191-192 9(c)

DIW.
25-3-36.

For PRESIDENT, M. C.

S.N 55

DEPARTMENT. File No.

BRANCH. Serial No.

Immediate Draft

Letter / ~~Memorandum~~ / ~~Telegram~~ No.F.1176-35/R.O.II.

No. Dated 28/3/ 1936

Class for telegrams — ~~Ordinary~~ / Express / Urgent* / Priority / ~~Clear Line~~† — *Only for Foreign Telegrams. †Not for Foreign Telegrams.

To be issued on	Issued on
1st Reminder	
2nd Reminder	
3rd Reminder	
Heading:	
Case or Diary No.	
If post copy of telegram required	
Date of despatch of above	
List of enclosures	

(Code word for telegrams.)

From

The Secretary to the Resident.

To

The General Secretary to the Govt. of Mysore.

Subject:- Reciprocal arrangements between the Civil and Military Station of Bangalore and the Mysore Government in the matter of taxes and tolls on motor vehicles.

Sir,

I am directed to forward for favour of necessary action a copy of letter No.405/36, dated the 26th March 1936 from the President, Municipal Commission, C and M Station, Bangalore.

† S.N. 52/Cp.197-198 (Pkt I)

2. Copies of notifications issued by the Municipal Commission, Nos.1447/36 and 1455/36, dated the 25th March 1936, are also enclosed.

* S.N 53 (Pkt II).

§ S.N 54 (Pkt III).

3. I am to request that copies of notifications issued by the Government of Mysore may kindly be forwarded to this

this Residency for communication to

the President, Municipal Commission.

I have etc.,

27/3

Secretary to the Resident.

27/3/36

T.N.T

29-3-36.

S.N. 56

205

DEPARTMENT.

BRANCH.

File No.

Serial No.

Draft Letter / Memorandum / Telegram F. 1176-35/R.O.II

Issued 27th April 36.

Class for telegrams

Ordinary / Express / Urgent* / Priority / Clear Line†

*Only for Foreign Telegrams.

†Not for Foreign Telegrams.

No. Dated 27th April 1936

From

The Secretary to the Resident.

To

The Secretary to the Government of Mysore, General Department.

To be issued on

Issued on

1st Reminder

2nd Reminder

3rd Reminder

Heading:

Case or Diary No.

If post copy of telegram required

Date of despatch of above

List of enclosures

(Code word for telegrams.)

Subject:- Rules and Regulations made by the Mysore Government to regulate the traffic of Motor Vehicles.

Sir,

I am directed to request that if there is no objection, 6 copies of the Rules and Regulations noted above may kindly be ~~furnished~~ supplied for the use of this Residency. Arrangements may also kindly be made for the supply of the same number of correction slips if and when issued.

I have etc.,

For Secretary to the Resident.

mas
24/4/36

T.N.T.
24-4-36

S. S.
MGIPC—S1—158(Genl)MFP—(M-1933)—3-5-34—30,000 Pads.

Bore Pol. S.N. 57 (206

Sec K. 21/4 **GOVERNMENT OF HIS HIGHNESS THE MAHARAJA OF MYSORE**

Regr. LS

General and Revenue Secretariat

No. Pol 1097/Legis 46-35 *Dated, Bangalore,* 17th April, 1936.

Encls. 4.

Received

OFFICE OF THE RESIDENT IN MYSORE
BANGALORE.
Rec'd 20 APR 1936
Regd No. 4027
Dy. No. 1176-35

From

M. VENKATESA IYENGAR, ESQ., M.A.,
Secretary to the Government of His Highness the Maharaja of Mysore,
GENERAL DEPARTMENT.

To

The Secretary to the Hon'ble the Resident in Mysore,
Bangalore.

Sir,

Subject:- Reciprocal arrangements between the Civil & Military Station of Bangalore and the Mysore Government in the -- matter of Taxes and Tolls on motor Vehicles.

S.N. 55
Cf. 203-204
F. 1176-35

With reference to your letter No. F.1176-35/R.O.II dated 27th/28th March 1936 on the above subject, I am directed to forward 3 copies of the Notifications and a copy of the Press Communique issued by Government to give effect to the reciprocal arrangements between Mysore and the Civil & Military Station.

I have the honour to be,

Sir,

Your most obedient servant,

M. Venkatesaiyengar

GENERAL SECRETARY TO GOVERNMENT.

CSG:2.

(207

GOVERNMENT OF HIS HIGHNESS THE MAHARAJA OF MYSORE.

No. P.6529/Legis.46-35. General & Revenue Secretariat,

Dated, Bangalore, the 30th March 1936.

NOTIFICATION.

Subject:- Reciprocal arrangements between the Civil & Military Station of Bangalore and the Mysore Government in the matter of taxes and tolls on motor vehicles.

In virtue of powers vested in them under Sections 13, 22 & 31 of the Mysore Road Traffic and Taxes Regulation VI of 1935, the Government of His Highness the Maharaja are pleased to exempt from taxes, in the manner and to the -- extent specified below, the following motor vehicles of the Civil & Military Station, Bangalore, which carry the current tax licenses or tokens of the Civil & Military Station, Bangalore, and which are not kept in the State:-

Sl. No.	Class of Vehicle.	Nature and extent of exemption.	Remarks.
1.	Private motor cars and motor cycles.	(i) Exempt from vehicle tax in the whole of Mysore. (ii) Exempt from Municipal tolls throughout Mysore.	Eligible to composition of tolls under Sections 20 & 21 of the Regulation.
2.	Motor lorries - private and those let or plied for hire.	(i) Exempt from Road Tax. (ii) Exempt from Municipal tolls of Bangalore City.	These lorries must obtain permits for the use of the roads in Mysore from the District Magistrate, Bangalore.
3.	Motor cabs.	(i) Exempted from Service Tax. (ii) Exempt from Municipal tolls of Bangalore City.	(i) Eligible to composition under Sections 20 & 21. (ii) Must obtain permit for plying beyond Bangalore City.

P.T.O.

Sl. No.	Class of vehicle.	Nature and extent of exemption.	Remarks.
4.	Motor Buses permitted to ply for hire between Bangalore city and Civil & Military Station.	Exempt from Service Tax to the extent of permit fees paid in the Civil and Military Station pro-rata for the quarter, i.e., a reduction in Service Tax at the rate of Rs.2-8-0 per seat per quarter on production of the current permit of the Civil & Military Station.	Must obtain permits from the District Magistrate, Bangalore, for plying in any part of Mysore.

2. This will come into force on and from the 1st of April 1936.

By Order,

Sd/- M. Venkatesa Iyengar,

GENERAL SECRETARY TO GOVERNMENT.

To

The Compiler, Mysore Gazette.

"COPY"

(209

GOVERNMENT OF HIS HIGHNESS THE MAHARAJA OF MYSORE.

No. P. 6901/Legis 46-35 General & Revenue Secretariat,

Bangalore, Dated, the 15th April, 1936.

NOTIFICATION.

In exercise of powers conferred on them under Section 13 of the Mysore Road Traffic and Taxes Regulation VI of 1935, the Government of His Highness the Maharaja are pleased to grant, in respect of motor buses kept in the Mysore State and permitted to ply for hire between Bangalore City and the Civil & Military Station, a reduction in the rate of Service Tax to the extent of permit fees paid in the Civil & Military Station viz., a reduction of Rs.2-8-0 per seat per quarter.

By Order,

Sd/- M. Venkatesa Iyengar,

GENERAL SECRETARY TO GOVERNMENT.

To

The Compiler, Mysore Gazette.

"COPY"

(210

GOVERNMENT OF HIS HIGHNESS THE MAHARAJA OF MYSORE.

No. P. 6902 / Legis 46-35 General & Revenue Secretariat,
Dated, Bangalore, the 17th April, 1936

NOTIFICATION.

page 7 of the book put up (D)

In virtue of powers vested in them under the proviso to Sub-Section 6 of Section 9 of the Mysore Road Traffic and -- Taxes Regulation VI of 1935, the Government of His Highness the Maharaja are pleased to exempt with effect from 1st April 1936 the motor vehicles of the Civil & Military Station specified below from the provisions of the said Sub-Section, when such vehicles are using the roads in the areas specified below:-

Sl. No.	Class of Vehicle.	The area in which the vehicle is exempt from provisions of Sub-Section 6.	Remarks.
1.	Private motor cars and cycles.	Whole of Mysore.	
2.	Motor Lorries, private and those let or plied for hire.	Do.	
3.	Motor cabs.	Bangalore City.	

2. They are further pleased to direct that in the case of the vehicles specified ~~above~~, the licenses or tokens indicating payment of taxes in the Civil & Military Station shall be deemed to be sufficient to indicate exemption and that these vehicles shall not be required to exhibit the licenses of Mysore in the area in which they are thus exempted.

3. The said license or token of the Civil & Military Station shall be carried on the vehicle in the manner prescribed in Rule No.16 of the Mysore Motor Vehicles Tax Rules.

By Order,

Sd/- M.Venkatesa Iyengar,

GENERAL SECRETARY TO GOVERNMENT.

To

The Compiler, Mysore Gazette.

"COPY"

(211

No.

General & Revenue Secretariat,
Bangalore, Dated, the 17-4-1936.

PRESS COMMUNIQUE.

1. The following reciprocal arrangements between the Government of Mysore and the Civil & Military Station in regard to taxes and tolls on motor vehicles, which will come into force on and from 1st April 1936 are notified for the information of the public:-

(i) All private cars and motor cycles carrying the Mysore Provincial license and not kept in the Station will be exempt from the Civil & Military Station Municipal tolls and taxes.

(ii) All motor cabs or taxis licensed in Mysore and not kept in the Station will be exempt from the Municipal tolls, taxes and permit fees of the Civil & Military Station.

(iii) All motor lorries, private as well as those let or plied for hire carrying the Mysore Provincial licenses and not kept in the Station will be allowed the free use of the Station roads and will be exempt from the Station Municipal tolls, taxes and permit fees of the Civil & Military Station.

(iv) (a) All motor buses not kept in the Station and plying for hire between the Civil & Military Station and Bangalore City will be exempt from the Station Municipal tolls and taxes but are liable to the permit fee at the rate of Rs.10/- per annum in the Civil & Military Station area.

(b) Such buses will be given a rebate in the Service Tax at the rate of Rs.2-8-0 per seat per quarter in Mysore.

P.T.O.

(v) All motor vehicles carrying the Mysore license will be exempt from Municipal tolls of the Civil & Military Station.

2. (i) Private motor cycles and motor cars kept in the Civil & Military Station carrying the Civil & Military Station license and not kept in Mysore will be free of the vehicle tax in Mysore and will be on the same basis as vehicles which have paid the vehicle tax in Mysore.

(ii) Motor lorries, private or those let or plied for hire kept in the Civil & Military Station and carrying the Civil & Military Station license but not kept in Mysore are exempt from road tax. They must however obtain permits from the District Magistrates for using Mysore roads.

(iii) Motor cabs kept in the Civil & Military Station carrying the Civil & Military Station license and not kept in Mysore will be exempt from service tax in Mysore. The permit of the Civil & Military Station will be valid in Bangalore City. For plying beyond Bangalore City such cabs must obtain permits from the District Magistrates.

(iv) Motor buses of the Civil & Military Station, not kept in Mysore, plying between Bangalore City and Civil & Military Station will get a rebate in the Mysore service tax to the extent of the permit fees of the Civil & Military Station, viz., Rs.2-8-0 per seat per quarter.

(v) Motor vehicles referred to in items (i) to (iii) above should carry the Civil & Military Station license or token in the manner prescribed by Government.

By Order,

Sd/- M.Venkatesa Iyengar,
GENERAL SECRETARY TO GOVERNMENT.

"COPY"

S.N.58

23

Issue 28-4-36

Issued mf 6/5

No. F.1176-35
R.O.II.

THE OFFICE OF THE HON'BLE THE RESIDENT IN MYSORE,

Bangalore, the 6th May 1936.

A copy of the undermentioned paper(s) is forwarded to the President, Mulcipal Commission, Civil and Military Station, Banglore,

for information, ~~in continuation of~~ with reference to ~~the correspondence ending with~~ (his) ~~Memorandum~~ letter ~~from~~ ~~endorsement~~

S.N.52 C.P.197-198 (C)

No.405/36 , dated the 26th March 1936.

By order, etc.,

~~Secretary~~ Asst. Secy. to the Resident in Mysore.

List of papers.

S.N.57 C.P.207-212 U.C

Notification by the Government of Mysore, No.P.6529/Legis.46-35 dated the 30th March 1936.
Notification by the Government of Mysore, No.P.6901/Legis.46-35 dated the 15th April 1936.
Notification by the Government of Mysore, No.P.6902/Legis.46-35 dated the 17th April 1936.
Press Communique by the Government of Mysore dated the 17th April 1936.

mas 27/4/36

T.N.T. 27-4-36.